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APPENDIX, No. 2,

TO THE

SEVENTEENTH VOLUME.

APPENDIX TO THE SEVENTEENTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

From the 29th January to 4th May, 1859, both days inclusive.

IN THE TWENTY-SECOND YEAR OF THE REIGN OF OUR SOVEREIGN LADY

QUEEN VICTORIA.

Being the 2nd Session of the 6th Provincial Parliament of Canada.

—
SESSION, 1859.
—

Printed by Order of the Legislative Assembly.

VOL. 17.

SECOND REPORT

OF THE

COMMITTEE ON PUBLIC ACCOUNTS.

Your Committee have felt it incumbent upon them, before entering upon the general investigation and verification of the Public Accounts for the past year, to cause to be produced before them certain correspondence between the Chief Superintendents of Education, more particularly the Superintendent of Western Canada, and the Government, as also certain evidence touching the payment of moneys by that public officer to the Government, and arrearages and allowances by the Government to him, to the end that the facts and circumstances might be finally reported to your Honorable House; all which evidence and correspondence is herewith reported to your Honorable House.

Your Committee further beg leave to report the following summary of the facts deducible, in their opinion, from the evidence and correspondence:

1st.—That the salary of the Superintendent of Education in Lower Canada is by the Provincial Statute 9th Victoria, chapter 27, section 34, fixed at £500.

2nd.—That the salary of the same officer in Upper Canada is fixed by the 13th and 14th Victoria, chapter 48, section 34, at the sum provided by law for the Superintendent of Lower Canada.

3rd.—That the salary of the Reverend Dr. Ryerson was, by Order in Council of the 22nd May, 1855, increased to £750. And Mr. Chauveau was appointed as Chief Superintendent for Lower Canada, in July of the same year, with a like salary of £750. And that the salaries of both those officers were increased to £1,000 each by Order in Council of the 24th March, 1858, to take effect from January 1, 1857.

4th.—That on the 17th April, 1858, the sum of £390 was paid, under Order in Council of the 3rd September, 1857, to Dr. Ryerson, as arrearages of salary from April, 1846, to July, 1850, including £50 for office rent, upon a claim made by him to the Government, on the 27th December, 1856.

5th.—That in the month of July last, Dr. Ryerson repaid to the Government the accumulations of interest on public moneys, amounting in all to the sum of £1,376 currency.

6th.—That on the 27th January, 1859, by an Order in Council, an allowance or payment of £913 15s. was made to Dr. Ryerson, apparently in full settlement of the claim so by him preferred in December, 1856, a part of which had been previously allowed and paid to him.

Your Committee abstain from pronouncing any opinion upon the facts or *resumées* of the facts herewith reported, leaving the matter in the hands of your Honorable House.

The whole nevertheless humbly submitted.

T. LEE TERRILL,
Chairman.

Tuesday, 22nd March, 1859.

THIRD REPORT

OF

THE SELECT STANDING COMMITTEE

ON

PUBLIC ACCOUNTS.

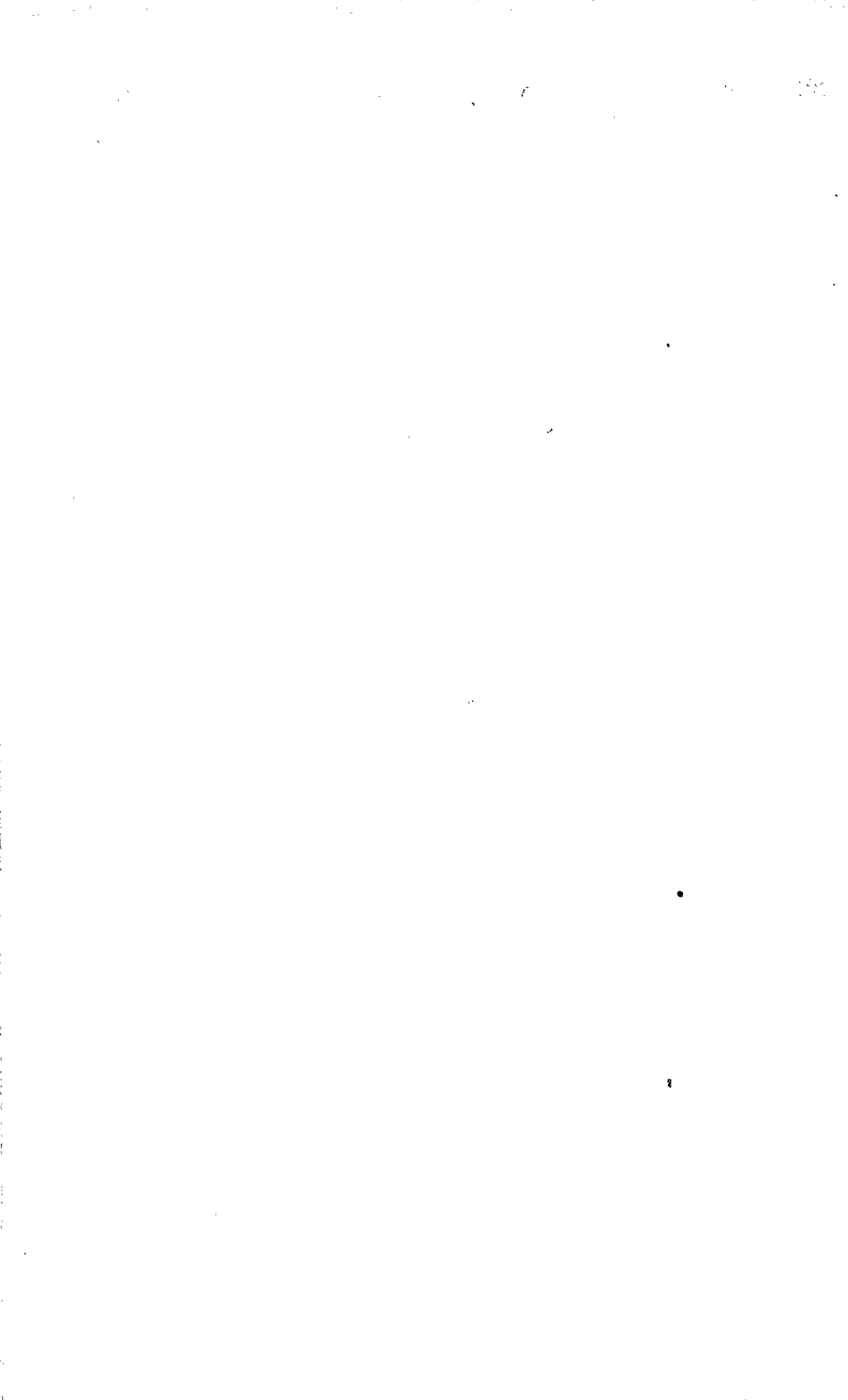
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TORONTO :

JOHN LOVELL, PRINTER, CORNER OF YONGE AND MELINDA STREETS.

1859.



ORDER OF REFERENCE.

SELECT STANDING COMMITTEE ON PUBLIC ACCOUNTS.

LEGISLATIVE ASSEMBLY,
SATURDAY, 29th January, 1859.

Resolved,—That a Select Standing Committee on Public Accounts be appointed to examine and inquire into all such matters and things as may be referred to it by the House, and to report from time to time their observations and opinions thereon with power to send for persons, papers, and records.

Ordered,—That the

HON. MR. CAYLEY,
HON. MR. GALT,
HON. MR. FOLEY,
HON. MR. TERRILL,
MR. TURCOTTE,
MR. SIMARD,
MR. CHAPAIS,
MR. FERRES,
MR. STARNES,
MR. BUCHANAN,
MR. DUBORD,
MR. MATICE,
MR. DUNKIN,
MR. HOWLAND,
MR. JOHN CAMERON,
MR. WHITE, and
MR. JOBIN,

Do compose the said Committee.

Attest,

W. B. LINDSAY,
Clerk of Assembly.

TUESDAY, 22nd Feby., 1859.

Ordered, That the quorum of the said Committee be reduced to seven members.

THURSDAY, 10th March, 1859.

Ordered, That the Public Accounts for the year 1858 be referred to the said Committee.

THIRD REPORT.

The Select Standing Committee on PUBLIC ACCOUNTS beg leave to present the following as their THIRD REPORT :

Your Committee beg leave to report that the shortness of time since the accounts for the past year were brought down and referred to your Committee, prior to the time when your Honorable House resolved upon holding morning sittings, has prevented that thorough examination and verification of the Public Accounts which would have been desirable.

Your Committee have nevertheless made a general and, necessarily, somewhat cursory, examination, and find that the different statements and tables represent the condition of the affairs of the Province under the different heads of income and expenditure, and with the exception of slight clerical inaccuracies, find nothing to comment specially upon.

Your Committee have, upon different subjects in connection with the Order of Reference, taken the evidence of Mr. Langton, the Auditor of Public Accounts, which is herewith reported.

Your Committee noticed with satisfaction some improvements in the manner of keeping the accounts, and regret that they have not been able to make such thorough investigations as might have justified an extended report on the wide range of subjects referred to them.

The Committee have had under a long and rigid examination several witnesses who were connected with the construction of the Light-houses in the Gulf of St. Lawrence and the Straits, especially that of Belle Isle.

The construction of these light-houses appears to have been of a difficult and exceptional character, for the reasons assigned by Mr. Page, the Chief Engineer of the Board of Works, whose evidence explains the heavy cost of these works.

At the same time the Committee have to remark, that the details of the expenditure, as furnished by Mr. Gauvreau, are not rendered with that method which such large and important works call for. The system of averaging steamer

and schooner trips is not a correct one, and was by no means necessary. A detailed and separate account would have been far more clear and satisfactory, and would have removed the chief ground of the suspicion which appears to have grown up in the minds of some parties, but which in the opinion of your Committee is not borne out by the weight of the evidence, that excessive charges had passed the audit of the Department without question.

To enable your Honorable House to judge of these matters, the whole evidence is submitted. At the same time the Committee have arrived at the conclusion that any further prosecution of the enquiry would be without utility or result to the public service.

The whole nevertheless humbly submitted.

JOHN CAMERON,
Acting Chairman.

Resolved, That in the opinion of this Committee, the documents laid before them in the matter of the Light-house investigation, just concluded, are so voluminous as to make it undesirable they should be printed; and they therefore recommend that the same should merely be kept on file as submitted.

The Committee then adjourned to the call of the Chair.

STANDING COMMITTEE ON PUBLIC ACCOUNTS.

MINUTES AND PROCEEDINGS OF COMMITTEE.

COMMITTEE ROOM,

Tuesday, 22nd February, 1859.

The Committee met for organization ;

MEMBERS PRESENT :

HON. MR. CAYLEY,
 MR. DUBORD,
 MR. DUNKIN,
 MR. CHAPAIS,
 MR. FERRES,
 HON. MR. GALT,
 MR. HOWLAND,
 MR. JOBIN,
 MR. SIMARD,
 HON. MR. TERRILL, and
 HON. MR. FOLEY,

Read the Order of Reference.

The Hon. Mr. *Terrill* was unanimously called to the Chair.

Ordered, That the Chairman do move in the House to reduce the quorum of the Committee to nine members.

The Committee adjourned to the call of the Chair.

COMMITTEE ROOM,

Tuesday, 15th March, 1859.

Committee met, pursuant to call of the Chair.

MEMBERS PRESENT :

HON. MR. TERRILL, Chairman ;
 MR. CHAPAIS,
 MR. DUBORD,
 MR. DUNKIN,
 HON. MR. FOLEY,
 HON. MR. GALT,
 MR. HOWLAND,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. STARNES, and
 MR. TURCOTTE,

Read the minutes of last meeting.

Hon. Mr. *Foley* moved to reduce the quorum of the Committee to five members.

The motion being put, was negatived on the following division :

<i>Yeas :</i>	<i>Nays :</i>
Mr. Mattice,	Hon. Mr. Galt,
Mr. Howland,	Mr. Dunkin,
Mr. Starnes,	Mr. Chapais,
Mr. Dubord,	Mr. Jobin,
Hon. Mr. <i>Foley</i> ,—5.	Mr. Turcotte,
	Mr. Simard,—6.

On motion of Mr. *Dubord*,

Ordered, That the Committee do meet on the 4th day of April, to take the evidence of Messieurs Pierre Gauvreau and Michel Patry, Architects, of Quebec.

It was also *Ordered*, That the Clerk do give notice to the Hon. Mr. Lemieux when the above evidence is taken.

On motion of Mr. *Dubord*,

Ordered, That Mr. Pierre Gauvreau do attend the Committee forthwith, with the names of all the persons employed at the erection of the light houses in the Gulf; also with pay-list, number of horses, number and names of schooners employed, and all vouchers of accounts for all the goods and articles used for the erection of the said light houses, with his letter of introduction from the proper authority, as well as all other documents relating to the same.

On motion of Mr. *Dubord*,

Ordered, That Mr. Michel Patry do attend the Committee on the 2nd April, with all the accounts, letters and papers concerning the work and wages paid for the erection of the light house at Belle Isle, also relating to the other light houses.

It was *Ordered*, That John Langton, Esquire, Auditor, be summoned to attend the Committee to-morrow, at 11 o'clock, A. M.

On motion of Hon. Mr. *Foley*,

Ordered, That the Clerk be instructed to write to the Honorable the Provincial Secretary, requesting him to furnish the Committee with a copy of all correspondence with the Superintendents of Education for Upper and Lower Canada, in continuation of that furnished the Committee last year.

On motion of Mr. *Dubord*,

Ordered, That the Clerk be instructed to write to the Honorable the Commissioner of Public Works, requesting him to furnish the Committee with a copy of Accounts Current between François Baby, Esquire, and the Department of Public Works, since December, 1857.

The Committee adjourned until to-morrow, at 11 o'clock, A. M.

COMMITTEE ROOM,

Wednesday, 16th March, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman ;

MR. CHAPAIS,
 MR. DUBORD,
 MR. DUNKIN,
 HON. MR. FOLEY,
 HON. MR. GALT,
 MR. JOBIN,
 MR. STARNES, and
 MR. TURCOTTE,

Read the minutes of last meeting.

John Langton, Esquire, Auditor, pursuant to the order of the Committee, was in attendance and was examined as follows :

(By the Chairman.)

Ques. 1. Have the kindness to state the date of the Order in Council, increasing to £1,000 the salaries of the Superintendents of Education for Canada East and West, and from what period the salaries so increased dated ?—*Ans.* The Order in Council is dated the 24th March, 1858, and the increase was to date from the 1st January, 1857.

Ques. 2. At what date and in what manner was the sum of \$5,504, as accumulations of interests on public monies, repaid by the Superintendent of Education for Canada West to the Government ?—*Ans.* The sum of \$3,104 was paid on the 24th July, 1858, and the sum of \$2,400 on the 29th July. The payments were made in the usual way. The Bank certificate was deposited in the Receiver General's Office.

Ques. 3. State what allowances and advances have been made since the re-payment of the said sum for interest, by the Government to the Superintendent of Education for Canada West, on what account and for what causes ; and the respective dates of said allowances, and the authority under which the same have been made ?—*Ans.* By an Order in Council, dated 27th January, 1859, an allowance for the sum of £913 15s. was made to Dr. Ryerson ; on the 18th September, 1858, the sum of £600 had been advanced to Dr. Ryerson, on his claims then before Government, should the same be allowed, otherwise to be charged against his salary. This £600 was therefore deducted from the amount allowed by the Order in Council of the 27th of January.

(By Hon. Mr. *Foley*.)

Ques. 4. Can you furnish the Committee with a detailed account of the claims of Dr. Ryerson for extra remuneration, the amount demanded, and the amount paid, and whether the sum paid is in final discharge of his claims, or whether a

portion of them is still under consideration?—*Ans.* I can furnish the Committee with the detail of the amounts paid to Dr. Ryerson, but I have no means of knowing the amounts which he claimed. The last payment appeared to be a final settlement.

The Committee then adjourned until to-morrow at 11 o'clock, A. M.

COMMITTEE ROOM,

Thursday, 17th March, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman;

MR. CHAPAIS,
MR. DUBORD,
HON. MR. FOLEY,
HON. MR. GALT,
MR. JOBIN,
MR. MATTICE,
MR. SIMARD,
MR. STARNES,
MR. TURCOTTE, and
MR. WHITE,

Read the minutes of last meeting.

After deliberation, it was

Ordered, That John Langton, Esquire, Auditor, be requested again to attend the Committee forthwith.

Pursuant to the order of the Committee, *John Langton*, Esquire, Auditor, attended and was examined as follows:

(By Hon. Mr. Galt.)

Ques. 5. Are you aware whether the application for the increase of salary was made by the Superintendent of Education for Canada East or by Dr. Ryerson?—*Ans.* I am not aware upon whose application the increase was made.

Ques. 6. By law is not the salary of the Superintendent of Education for Canada West fixed at the same amount at which the salary of the Superintendent of Education, Canada East, is rated?—*Ans.* It is so fixed by the School Act of 1850.

(By the Chairman.)

Ques. 7. At what date was the sum of \$1,560, appearing to have been paid to Dr. Ryerson as arrearages of salary, and for office rent, on page 106 of part 1, of the Public Accounts, so paid him, and on what authority, and what was the date of such authority?—*Ans.* It was paid to him on the 17th of April, 1858, upon the authority of an Order in Council, of the 3rd September, 1857.

Ques. 8. Will the details of this claim on the part of Dr. Ryerson, and so paid, appear in and form part of the correspondence which will be produced before the Committee, as promised, or does this form part of the earlier or subsequent correspondence?—*Ans.* I am inclined to think that the claim on account of which this payment was made has already appeared in the correspondence laid before the Committee last year.

(By Mr. *White.*)

Ques. 9. Can you state the amounts fixed by law as the annual salaries of the Superintendents of Education for both sections of the Province respectively for the past four years, and at what date was the increase made?—*Ans.* The salary, as fixed by law, of the Superintendent of Education in Lower Canada is £500. By the School Act of 1850, as already stated, the salary of the Superintendent of Education in Upper Canada is to be the same as that of the Superintendent of Education in Lower Canada. These salaries have been twice increased by Order in Council during the last four years. The first increase was the salary of Dr. Ryerson, which was raised by Order in Council on the 22nd May, 1855, to £750. Upon Mr. Chauveau's appointment in July of the same year, his salary was also placed at £750. Both were raised to £1,000 by the Order in Council of 24th March, 1858.

(By Hon. Mr. *Galt.*)

Ques. 10. In the expenses of Education for Canada East, it is stated that the salary of P. J. O. Chauveau, as Superintendent to 31st December, 1858, is \$5,000. Does not this amount also include \$1,000 for arrears for 1857, the same as in the case of Dr. Ryerson?—*Ans.* Of course, that includes the same arrears for 1857, as in Dr. Ryerson's case, and ought to be so stated.

(By Hon. Mr. *Foley.*)

Ques. 11. It was stated yesterday before the Committee that the \$2,400 advanced to Dr. Ryerson in September last, was on the condition that if his claims for arrearages were allowed, it should apply on that claim, but that otherwise it should apply on his salary. How is it, then, that in the Public Accounts, page 106, it is set down as "advance on account of his claim before Government," without such condition?—*Ans.* I gave in my evidence an abstract of the Order in Council; but it would be impossible to enter in every warrant all the circumstances of all the details of an Order in Council. The Clerk in the Secretary's office who prepares the warrants, words them as briefly as he can, in accordance with the Order in Council, and the words of the warrant are included in the Public Accounts.

Hon. Mr. *Foley* moved,—That all correspondence, Orders in Council and other papers relative to the increase of salary and claims for arrearages made by either Dr. Ryerson or Mr. Chauveau, be applied for and requested to be furnished to the Committee as speedily as possible.

(By the Chairman.)

Ques. 12. Have you the detailed statement of the amount paid to Dr. Ryerson, as alluded to in your answer to question No. 11 of yesterday?

Hon. Mr. *Galt*, Mr. *Starnes*, and Mr. *Dunkin* contended that this question ought to be deferred until the papers ordered were brought down.

Mr. *Jobin* moved in amendment, That the question be not now put, but that it be postponed until to-morrow.

The amendment was carried on the following division :

<i>Yeas :</i>	<i>Nays :</i>
Hon. Mr. Galt,	Hon. Mr. Foley,
Mr. Dubord,	Hon. Mr. Terrill,—2.
Mr. Starnes,	
Mr. Dunkin,	
Mr. Simard,	
Mr. Jobin,—6.	

The Committee then adjourned until to-morrow at 11 o'clock, A. M.

COMMITTEE ROOM,

Friday, 18th March, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. MR. TERRILL, Chairman ;

MR. DUBORD,
MR. DUNKIN,
HON. MR. GALT,
MR. JOBIN,
MR. MATTICE,
MR. SIMARD,
MR. STARNES,
MR. TURCOTTE,
MR. WHITE, and the
HON. MR. FOLEY.

Read the minutes of last meeting.

In compliance with an order of the Committee, dated 15th instant, the correspondence between the Superintendents of Education for Canada East and West and the Government were laid upon the table.

On motion of Hon. Mr. *Foley*,

Ordered, That the correspondence just laid on the table be printed for the use of the members of the Committee.

The Committee then adjourned until Monday at 11 o'clock, A. M.

COMMITTEE ROOM,

Monday, 21st March, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman;

MR. DUNKIN,
 HON. MR. FOLEY,
 HON. MR. GALT,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. STARNES, and
 MR. TURCOTTE,

Read the Minutes of last meeting.

The printed correspondence between the Superintendents of Education for Canada East and West, was laid on the table.—*See Appendix.*

After deliberation,

The Committee adjourned until to-morrow at 11½ o'clock, A. M.

COMMITTEE ROOM,

Tuesday, 22nd March, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman;

MR. BUCHANAN,
 MR. JOHN CAMERON,
 MR. CHAPAIS,
 MR. DUNKIN,
 HON. MR. FOLEY,
 HON. MR. GALT,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. TURCOTTE, and
 MR. WHITE.

Read the minutes of last meeting.

The Chairman submitted his first report on Public Accounts, which was read as follows:

Your Committee have felt it incumbent upon them, before entering upon the general investigation and verification of the Public Accounts for the past year, to cause to be produced before them certain correspondence between the Chief Superintendents of Education, more particularly the Superintendent of Western Canada, and the Government, as also certain evidence touching the payment of monies by that public officer to the Government, and arrearages and allowances by the Government to him, to the end that the facts and circumstances might be finally reported to your Honorable House; all which evidence and correspondence is herewith reported to your Honorable House.

Your Committee further beg leave to report the following summary of the facts deducible, in their opinion, from the evidence and correspondence :

1st. That the salary of the Superintendent of Education in Lower Canada is by the Provincial Statute 9th Victoria, chapter 27, section 34, fixed at £500.

2nd. That the salary of the same officer in Upper Canada is fixed by the 13th and 14th Victoria, chapter 48, section 34, at the sum provided by law for the Superintendent of Lower Canada.

3rd. That the salary of the Reverend Dr. Ryerson was, by Order in Council of the 22nd May, 1855, increased to £750. And Mr. Chauveau was appointed as Chief Superintendent for Lower Canada in July of the same year, with a like salary of £750. And that the salaries of both those officers were increased to £1,000 each by Order in Council of the 24th March, 1858, to take effect from January 1, 1857.

4th. That on the 17th April, 1858, the sum of £390 was paid under Order in Council of the 3rd September, 1857, to Dr. Ryerson, as arrearages of salary from April, 1846 to July, 1850, including £50 for office rent, upon a claim made by him to the Government, on the 27th December, 1856.

5th. That in the month of July last, Dr. Ryerson repaid to the Government the accumulations of interest on public monies, amounting in all to the sum of £1,376 currency.

6th. That on the 27th January, 1859, by an Order in Council, an allowance or payment of £913 15s. was made to Dr. Ryerson, apparently in full settlement of the claim so by him preferred in December, 1856, a part of which had been previously allowed and paid to him.

Your Committee abstain from pronouncing any opinion upon the facts or *resumées* of the facts herewith reported, leaving the matter in the hands of your Honorable House.

The whole nevertheless humbly submitted.

• After deliberation,

Hon. Mr. *Foley* moved, to add to the report the following amendment :

Your Committee in reporting the facts thus submitted, cannot but condemn the practice which has of late grown up on the part of the Executive Government of over-riding the law, by granting to individuals, on various pretences, sums of money not only unauthorized by, but in direct contravention of the Statutes of

Parliament, a practice which, in the case now reported on, has, in the opinion of your Committee, been exercised in violation of right and justice.

The amendment was lost on the following division :

Yeas :
Mr. Mattice,
Mr. Jobin,
Hon. Mr. Foley,—3.

Nays :
Mr. Simard,
Mr. Dunkin,
Mr. Turcotte,
Mr. Buchanan,
Hon. Mr. Galt,
Hon. Mr. Terrill,—6.

Hon. Mr. *Foley* moved again to add to the report the following amendment :

Your Committee, in reporting the facts thus submitted, cannot but condemn the practice which has of late grown up on the part of the Executive Government, over-riding the law, by granting to individuals, on various pretences, sums of money not only unauthorized by but in direct contravention of the Statutes of Parliament and the constitution.

Which amendment was lost on the same division.

Mr. *Buchanan* moved, to add to the report the following amendment :

Your Committee, in reporting the facts thus submitted, cannot but condemn the practice on the part of the Executive Government of over-riding the law by granting money to individuals, on various pretences.

The amendment was lost on the following division.

Yeas :
Mr. Mattice,
Mr. Buchanan,
Mr. Jobin,
Hon. Mr. Foley,—4.

Nays :
Mr. Simard,
Mr. Dunkin,
Mr. Turcotte,
Hon. Mr. Galt,
Hon. Mr. Terrill,—5.

The report was then adopted without a division.

In compliance with an order of the Committee, dated 15th inst., the Account Current between François Baby and the Government was laid on the table.

On motion of Hon. Mr. *Galt*,

Ordered, That John Langton, Esquire, Auditor, be requested to appear before the Committee to-morrow.

The Committee adjourned until to-morrow at 11½ o'clock, A. M.

COMMITTEE ROOM,

Wednesday, 23rd March, 1859.

MEMBERS PRESENT :

THE HON. MR. TERRILL, Chairman ;

HON. MR. FOLEY,
HON. MR. GALT, and
MR. MATTICE.

There being no quorum, the Chairman adjourned the Committee until the call of the Chair.

COMMITTEE ROOM,

Monday, 28th March, 1859.

MEMBERS PRESENT .

THE HON. MR. TERRILL, Chairman ;

MR. DUNKIN,
MR. JOBIN,
MR. MATTICE,
MR. SIMARD, and
MR. TURCOTTE.

There being no quorum at 12 o'clock, the Committee adjourned until to-morrow, at 11½ o'clock, A. M.

COMMITTEE ROOM,

Tuesday, 29th March, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. MR. TERRILL, Chairman ;

MR. JOHN CAMERON,
MR. DUNKIN,
HON. MR. GALT,
MR. MATTICE,
MR. SIMARD,
MR. TURCOTTE, and
MR. WHITE.

Read the minutes of last meeting, pursuant to the order of the Committee.

John Langton, Esq., attended, and was examined :

(By the Chairman.)

Ques. 13. Will you state to the Committee the changes, if any, adopted in the manner of keeping the Public Accounts during the year 1858, pointing out to the Committee the improvements and advantages over the system acted upon in previous years, but since the Board of Audit was established?—*Ans.* The principal changes that have been made, have been to introduce into one statement all expenditure of the Province, of all kinds, and also all receipts. Formerly, statement No. 12 only contained the expenditure on account of Consolidated Fund, and all other expenditure was either given in separate statements or was only indicated by changes of balance in the statement of affairs. Statement No. 12 now contains the detail of all expenditure; and statement No. 3 contains the abstract of the expenditure under different heads, and of the income from different sources. The details of the various sources of income are given, as formerly, in separate statements.

Ques. 14. Have any changes been made during the past year with reference to the payment of monies? If so, state what; and is the Auditor General now in a position, from the manner in which the accounts are kept, and payments checked, to know the exact balances at the credit of the Consolidated Revenue, or the actual deficit at any time?—*Ans.* Towards the close of 1857, the imprest account at the Bank was abolished by order in Council, and the Bank was instructed not to make any advances to any of the departments, or to hold the Government responsible for any amount paid, otherwise than by regular warrant. These accounts could not be finally closed at the end of 1857; but, during 1858, they have been finally closed, and all payments in Canada come regularly through the books upon warrants. Payments made in London are still made by our agents, upon letters of instruction from the Department, which are brought into the books by a journal entry. All other payments go through cash.

Ques. 15. Will you state to the Committee the actual deficit of the year 1858, from all causes; that is, the actual difference between the income and expenditure and revenue from all causes whatsoever, what is the gross expenditure and revenue?—*Ans.* Statement No. 3 shews the gross expenditure to have been \$11,403,587.44, and the gross income \$10,274,291.81, leaving a deficit of \$1,132,295.63.

Ques. 16. What deductions from the gross revenue and expenditure of the year 1858 are proper to be made and for what special causes on account of particular trust funds, with a view to arrive at the actual deficiency of the revenue of that year?

Witness stated that he would hand in a written answer to the above question at the next meeting of the Committee.

Ques. 17. Have you compared statement No. 12 of the last year's accounts, being a statement of the expenditure made by the Receiver General, on account of the Province, with statement No. 3; and do the amounts therein stated, as paid under different heads, correspond with the sums as stated in statement No. 3, and if any differences exist, have the kindness to point them out and explain the causes of such differences?—*Ans.* There are some differences between statements No. 3 and 12; statement No. 12 was necessarily put into the printer's hands before the books were finally balanced, and some errors were discovered in the course of completing the statement. These are introduced as errata at the end of the statement, and were corrected in statement No. 3. Where there is any difference between the two statements, No. 3 is correct.

Ques. 18. Can you explain to the Committee the discrepancy in statements 3 and 12, with reference to the amount paid as interest on the public debt, amounting to a difference of \$14,600?—*Ans.* It consists of an error which is corrected on page 233. On pages 40 and 41, two sums of £1500 sterling each, for interest on Consolidated Municipal Loan Fund, are included as paid by Glynn, Mills & Co. and Baring, Brothers & Co. At page 43, the whole amount paid for interest on the Consolidated Municipal Loan Fund is given correctly, namely, \$441,097,86. The sum of £3,000 sterling, or \$14,600 is thus twice included in the sum total. It is therefore deducted at the end of the statement from the grand total, and in statement No. 3 from the total interest on public debt.

Ques. 19. Do you find any discrepancy between the statements No. 3 and 12, with reference to public works and buildings?—*Ans.* There is an error of one dollar in the addition, corrected at page 232, and in statement No. 3. In other respects the sum total is correct; but the recapitulation at page 146 is altogether wrong. The true division between the consolidated fund and other funds is given in statement No. 3. The recapitulations, as given in statement 12, are only in the nature of memoranda, which do not affect the totals. In all cases the distribution of the amount in statement No. 3, is the correct one.

The Committee then adjourned until to-morrow at 11½ o'clock, A. M.

COMMITTEE ROOM,

Wednesday, 30th March, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman.

MR. BUCHANAN,
MR. DUNKIN,
HON. MR. FOLEY,
HON. MR. GALT,
MR. JOBIN,
MR. MATTICE,
MR. SIMARD,
MR. TURCOTTE, and
MR. WHITE.

Read the minutes of last meeting.

John Langton, Esquire, Auditor General, was again in attendance, and handed in the following answer to question 16:

If we analyse the accounts minutely, there are many items of revenue and expenditure which do not strictly belong to the ordinary business of the year, being either arrears of past years or advances on account of the future. Such items occur every year on both sides of the account; and, except in cases involving large sums, as the repayment of the advance to the Grand Trunk and the Great Western redemption, they may very properly be neglected. Leaving out of account, therefore, such smaller details, which nearly balance each other, and taking only heads

of expenditure which are given in statement 3, the analysis given by the Inspector General at pp. iv. and v. of his report, appears to me to give a true view of the ordinary receipts and expenditure of the Province, shewing a deficit in the year of \$2,535,610.51, with the exception of two items which I should have treated differently. The amount invested in the Sinking Fund is certainly a payment of an exceptional character, and equivalent to a redemption of the debt to that amount, but, by the Act, it is a direct annual charge upon the Consolidated Revenue; and I, as Auditor, as long as this Act remains unaltered, can look upon it in no other light. The other item is a receipt which I should have deducted, namely, the premium on debentures sold. This is a casual profit arising from the sale of debentures, which I conceive should have accompanied the par proceeds of the debentures themselves, which are properly deducted; in other words, I think that the whole proceeds of the debentures, and not only their par value, should have been deducted.

(By Hon. Mr. Galt.)

Ques. 20. Respecting the premium on Debentures received in 1858, will you have the goodness to state how it has been heretofore treated, and whether it must not under any circumstances be placed at the credit of the Consolidated Fund?—*Ans.* In the earlier days of the Province, immediately after the Union, an open account was kept in the Ledger for premiums, but it was finally closed by carrying it to the redemption of the public debt. For the last five years the premiums have been considered part of casual revenue. This year, on the recommendation of the Board of Audit, they are given as a distinct head of receipts. But as there would be no advantage in keeping an open account in the Ledger, the account of premiums is annually closed by carrying it to the Consolidated Fund.

(By the Chairman.)

Ques. 21. Referring to statement No. 12, touching the interest on public debt, have you any remark or explanation to make to the Committee?—*Ans.* I have no remark to make, except that this year, for the first time, the charges of management and the exchange account which formerly used to be included under the head of interest of public debt have been made separate heads. The different guarantee accounts in their interest account are charged not only with what stands against them under interest of public debt, but also with what appears under charges of management and exchange.

Ques. 22. Explain to the Committee the charge under the head of the Sinking Fund, and state at what time the remittance was?—*Ans.* The remittance of £60,000 sterling was made in the month of November. This year we have not only brought into the account the sum remitted, but also the amount invested from dividends and gain on investments accrued during the year, in order to show the whole amount by which the Sinking Fund has been increased.

Ques. 23. Will you proceed to explain, in the order in which they occur, the different items or separate heads of expenditure in statement No. 12?—*Ans.:*

Debentures Redeemed.

The amount stated fell due during the year, and were redeemed by the issue of other debentures under the Act 12 Vict., chap. 5, as shown in statement No. 42.

Discounts.

This amount arose from investment of the Sinking Fund in 1856, when credit was taken for the consols held by the Province at par.

Civil Government.

I have no remark to make upon this head, except that the departmental salaries of the Post Office and Crown Lands Departments have this year been introduced as a part of the Civil Government, instead of a deduction from the revenue.

Administration of Justice.

After deliberation,

The Committee adjourned until to-morrow at half past 11 o'clock, A.M.

COMMITTEE ROOM,
Thursday, 31st March, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

HON. MR. TERRILL, Chairman.

MR. JOHN CAMERON,
HON. MR. GALT,
MR. JOBIN,
MR. MATTICE,
MR. TURCOTTE, and
MR. WHITE.

Read the minutes of last meeting.

The Committee continued their examination on Administration of Justice:

John Langton, Esquire, was present, and at the request of the Committee produced statements of accounts from the following parties, namely, Alexander Grant, Esq., Registrar of the Court of Chancery; C. C. Small, Esq., Clerk of the Court of Queen's Bench and Common Pleas; Messieurs Lelièvre and Angers, for Law Reports, and of the Prothonotary of Quebec and Montreal.

Police.

I have no remark to make upon this head, excepting that I understand that Johnston's Force, which cost, in 1858, \$10,098, is now disbanded.

Penitentiary.

The details of the expenses of the Penitentiary are given in statement No. 54. The Reformatory Prisons are hardly yet fully established, and the amounts expended in 1858 are no guide to the probable annual expenditure.

Legislation.

I have no general remarks to make; but, at the request of Mr. White, Mr. Wilson's account, as Returning Officer for the County of Halton, was produced.

Education.

In Canada East the amount charged this year is more than the annual charge;

in recapitulation it will be seen that \$28,494.73 is charged as in advance. This was done in order to bring the whole payment on account of the year into the public accounts. The advance will probably be a permanent advance for some years, the arrear being of old standing, before the appointment of Mr. Chauveau. In the case of the Superintendent of Education for Canada West, warrants are given to him, embracing many different branches of his expenditure; these warrants are entered in statement No. 12, *en bloc*; and the detail of their apportionment amongst the different services is given in statement No. 38.

(By the Chairman.)

Ques. 24. Has the superior education income fund for Lower Canada, provided by the law of 1856, been sufficient to meet the demands upon it, according to the apportionment of the Superintendent of Education for Lower Canada to Superior Schools?—*Ans.* It has never been sufficient.

Ques. 25. How is the annual required balance for Superior Schools provided and with expectation as to the mode of repayment?—*Ans.* The balance of the Superior Education Income Fund, at the end of 1858, was \$8,783.65, which appears in statement of affairs against the fund. But the apportionment for 1858 did not come into the Public Accounts of that year; neither did the fourth quarter of the Inspectors' salaries. Had they come into the account, the balance against the fund would have been about \$80,000. Against this balance must be set off a claim which the fund has against the Government for the abolition of part of the revenue by the Seigniorial Act; and some more addition may be made to the fund by the collection of arrears due on Jesuit estates.

Literary and Scientific Institutions.

I have no remark to make.

Hospitals and Charities.

I have no remark to make.

Geological Survey.

I have no remark to make.

Militia and Enrolled Force.

The charges for contingencies of Pensioners under this head will not occur again, the force being disbanded.

Arts, Agriculture and Statistics.

Of this amount about \$17,000 was for the arrears of former years.

(By Mr. White.)

Ques. 26. Is the unprovided items of \$9,694.23 on page 104, part 2nd, of the Public Accounts, in addition to the sums mentioned in statement No. 12, or only that part of statement No. 12 which was unauthorized by the Legislature?—*Ans.* The whole expenditure in all cases is given in statement No. 12. In the statement of unprovided items the several amounts are repeated for the guidance of the Legislature. But that statement is not in addition to statement No. 12, but only that part of the expenditure unauthorized.

The Committee then adjourned to the Call of the Chair.

COMMITTEE ROOM,

Tuesday, 5th of April, 1859.

COMMITTEE MET.

Pursuant to the Call of the Chair.

MEMBERS PRESENT :

THE HON. MR. TERRILL, Chairman,
 MR. JOHN CAMERON,
 MR. DUBORD,
 MR. DUNKIN,
 MR. FERRES,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. TURCOITE, and
 MR. WHITE.

Read the Minutes of last Meeting.

In compliance with an order of the Committee, dated 15th March, *Pierre Gauvreau*, Esquire, Architect, of Quebec, was in attendance, and was called in and examined.

(By Mr. Dubord.)

Ques. 27. Are you employed by the Government, in what capacity, and what is the nature of your duties?—*Ans.* I am employed by the Government as Architect, and as Superintendent of Public Works since 1850.

Ques. 28. Did you act by written or verbal instructions?—*Ans.* By written instructions.

Ques. 29. To whom do you render your accounts, and do you generally render them in writing, giving the details of the same so that they may be paid?—*Ans.* I render my accounts in writing and in detail to the Department of the Board of Works, and I address them to the Secretary of that Department.

Ques. 30. Have you any Clerks? Name them, and how long have you had them?—*Ans.* I had one Clerk from 1854 to December, 1858; his name is Jean Baptiste Dérome.

Ques. 31. Did you not receive instructions to superintend and oversee the Light-houses, built between 1854 and 1857, in the Gulf of St. Lawrence?—*Ans.* Yes, in 1854, 1855, 1856 and 1857.

Ques. 32. Have you received instructions as to the building of the Light-house at Belle Isle, and have you got them?—*Ans.* I have received general instructions as to the building of the four Light-houses.

Ques. 33. Did not Government employ overseers at every Light-house to see that the work was properly done, to keep the workmen's time, and also an account of the materials used in the building thereof? Give us the name of the

overseers at Belle Isle?—*Ans.* There were overseers in 1854 at the west point of Anticosti and at Cape Desrosiers; other overseers were sent only in 1855 at other places, to wit: Mr. Parry, at Belle Isle; Mr. Rouillard, at Forteau; Mr. Larue, at Anticosti; and Mr. Laurencelle, at Cape Desrosiers. I believe that the instructions given to those overseers were similar to those given to me, that is to say; to oversee the carrying on of the works according to the plan and specification given to each of them, and to see that the work was well done, and with good materials.

Ques. 34. Who was entrusted with the keeping of the time of the men, to oversee and keep the list of materials?—*Ans.* I am not aware that any person received instructions or orders.

Ques. 35. Do you mean to say that nobody kept the time of the men?—*Ans.* I believe that in 1854 no one kept the time, as no one had received instructions.

Ques. 36. Was it not the duty of the superintendent in 1854 to keep the accounts?—*Ans.* It was not the duty of the superintendent to keep the time of the men, if the work was done by contract; we labored under that impression.

Ques. 37. Did you ever receive instructions, or any communications from Mr. Baby, or from Government, that the work was done by the day?—*Ans.* No.

Ques. 38. What made you believe that the work was not done by the day?—*Ans.* My instructions ordered me to see to the proper execution of the plan and specification; and that is the reason that I believed that the work was not made by the day; nothing else.

Ques. 39. When were you informed that the work was made by the day?—*Ans.* I never was.

(By Mr. Galt.)

Ques. 40. Did the Government advise you that the work at Belle Isle was performed by contract?—*Ans.* I understood that by my instructions.

Ques. 41. Did the Department ever notify you of a change in the mode of executing the work, or did your subsequent instructions convey the fact to you that the work was being done by the day?—*Ans.* The only instructions I have received from the Department that could induce me to suspect any change were enclosed in a letter from the Board of Works, dated the 29th August, 1855, asking me to furnish to that Department a statement of the expenses incurred by the Contractor, and also to give the time of the men and the number of schooners, &c.

(By the Chairman.)

Ques. 42. Have you that letter? and, if so, produce it.—*Ans.* Yes, I have it, and I now produce it.

(By Mr. White.)

Ques. 43. Did you instruct any person or persons to keep an account of the time of the workmen and materials during the progress of the construction of the Light-house at Belle Isle? and, if so, when and how did you keep such account, and by whom?—*Ans.* I do not recollect to have given instructions to any body to keep the time of men and account of material, &c. &c. As to the time of the men, I became acquainted with it in my personal visits which I made two or three times a year. As to materials used, there was only one way to know the

quantities, to wit: to measure the work done. That is what I have done. When I was not able to ascertain the time of the men by personal visits, I got it from the overseers. This took place in 1855 and 1856.

Ques. 44. On what authority and at what date did you certify to the amount of expenses incurred by F. Baby, Esquire, in constructing the light house at Belle Isle, in 1854?—*Ans.* On the authority of a letter dated 29th August, 1855. That letter is already before the Committee. I never certified any account for expenses before that time, except for the quantity of work done and materials delivered on the premises, which I supplied to my Department without mentioning the price. In 1854-55, although not authorised to keep the time of the men, I ascertained, myself, every time I visited the works, the number of workmen and laborers, &c. I did so only to satisfy myself that the number of men employed was sufficient to forward the work.

(By Mr. Dubord.)

Ques. 45. Examine the account, dated 1st July, 1856, amounting to £11,836 8s. 6d., and signed by you. Is it correct and is the signature on the same your own signature?—*Ans.* That is the account which I have produced, and it is signed by me. I believe it is correct, errors excepted.

Ques. 46. Look at the account amounting to £15,628 10s. 7d., dated 30th June, 1856. Is it signed by you and correct.—*Ans.* It is signed by me, and I believe it correct.

Ques. 47. Look at the account dated 15th November, 1857, amounting to £19,734 7s. 3d. Is it correct and signed by you?—*Ans.* It is my signature, and I believe the account correct.

Ques. 48. In what year were the works at Belle Isle commenced?—*Ans.* The works were commenced in 1855, but in 1854 schooners were sent down, loaded with materials and provisions. They had also on board a number of workmen. These schooners left Quebec in the month of July, 1854. I have met them myself in the Straits of Belle Isle, in October of the same year. After discharging the cargoes of the schooners at Forteau, the workmen remained there the remainder of the season, not having been able to land at Belle Isle. I gave information to the Department of that fact, and the expenses incurred for the schooner dispatched purposely for Belle Isle, are charged in the accounts for Belle Isle.

Ques. 49. Give the number of schooners, their names, and the number of men on board?—*Ans.* As I have already said, I did not keep a list of the men and schooners employed in 1854. It is impossible for me to say the number of schooners that went to Belle Isle, but I can give the number of those that went to the four light houses. Often schooners were sent to one place and discharged their cargo at another place.

Ques. 50. You have said that you had met the schooners coming from Belle Isle in 1854. How many did you meet, what were their names, and by whom were they chartered?—*Ans.* I met many. I cannot say whether they were all bound for Belle Isle. The names of the masters, as far as my memory serves me, were as follows:—Etienne and Pierre Tremblay, Audette, Savard and Bouchard. I met also other schooners, but I cannot remember their names. They were chartered by Mr. Buteau, the agent of the contractor.

Ques. 51. Did Mr. Buteau or Mr. Baby ever give you the charters of these schooners, and the amount paid for such charters?—*Ans.* They could not give me the exact number; but they gave me the amount that they paid for 1854.

Ques. 52. Give the different prices for schooners employed by Mr. Buteau?—*Ans.* I lay before the Committee a certificate for the year 1854, a certificate from Mr. Francois Buteau, the agent of Mr. Baby, the contractor, certifying the correct amount which was paid for the schooners that sailed from Quebec to the light-houses in 1854.

The Committee then adjourned until to-morrow at 11 o'clock, A.M.

Wednesday, 6th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. MR. TERRILL, Chairman.
 MR. DUBORD,
 MR. DUNKIN,
 MR. FERRES,
 HON. MR. FOLEY,
 MR. JOBIN,
 MR. SIMARD,
 MR. TURCOTTE,
 MR. WHITE.

The minutes of the last meeting were read and passed.

The Committee continued their examination of Mr. *Gauvreau*.

(By Mr. *Dubord*.)

Ques. 53. Have you the summons, which you received at Quebec, to appear before the Committee? Exhibit it.—*Ans.* I lay it before the Committee.

Ques. 54. Did you keep a book of accounts for the Light-houses? Exhibit it.
Ans. I do not know what books of account are meant; I keep a minute book with my Department. I also keep books of measurement of the works made under my superintendence. As to other books I keep none.

Ques. 55. Did you not keep a book containing a list of the men employed, and the number of schooners engaged, with their names, and also an account of the goods and effects sent to the Light Houses?—*Ans.* I have not kept books showing the number of men employed at the Light-houses, but I kept lists, as much as it was in my power, of the men employed at those works for the years 1855, 1856, and 1857. For 1854 I have no lists for the reasons I have mentioned. As for the schooners, I kept a list for the years 1855, 1856 and 1857; for 1854 I kept no list for the same reasons above mentioned. As to the materials and effects used, I ascertained the quantities by a true and detailed measurement, which I have already delivered to the Board of Public Works, and which I made at each time I visited the works. As to provisions the amounts were such that I did not feel justified in acknowledging them.

Ques. 56. What are the reasons you speak of?—*Ans.* The reasons I speak of are that I had no orders to keep the time of the men, nor, a list of the number of

schooners. I have merely kept a list of the men to satisfy myself that their number was sufficient at the Light-houses to forward the works, as I was under the impression that the works were made by contract. These lists were made after my personal inspection and from information I gathered on the spot.

Ques. 57. Who gave you this information?—*Ans.* The overseers of the Government.

Ques. 58. Before sending the lists and amounts to the Board of Public Works, did you not take them from your books?—*Ans.* I took them from my book of measurement, and from my lists.

Ques. 59. Then you did not keep books?—*Ans.* I do not understand what you mean by keeping books, as I am not book-keeper for the Government. But I have my book of measurement showing the quantity of the work done under my superintendence, which book shows the quantity of materials employed in the works.

Ques. 60. I mean by book a document in which you must have copies of the accounts as signed by you and transmitted to the Board of Works. Have you one?—*Ans.* Yes, I have, and I have left it at my hotel, in Toronto. I will produce it.

Ques. 61. Have you received documents that made you believe that all these works were made by contract in 1854?—*Ans.* The instructions I used to receive from the Board of Works led me to believe that.

Ques. 62. Look at the account dated 1854, amounting to £2,441. Upon what information did you make that account and approve it?—*Ans.* Upon information collected by me during my personal inspection in September and October, 1854.

Ques. 63. In that account you mention that there were thirty-five men, four horses and six schooners employed. Are you certain that that account is correct?—*Ans.* That account is as correct as possible, for, as I have already said, in 1854 the works were conducted very irregularly, as I was under the impression that the works were done by contract. I mean by "irregularly," that they were proceeded with in a different manner than was stipulated in the contract, and that I had not been informed of it. As to the items of the account, they are correct as much as it was in my power.

(By Mr. Simard.)

Ques. 64. Were you entrusted by the Board of Works with the payments for the works that were being constructed under your superintendence in the Gulf of St. Lawrence, during the years 1854, 1855, 1856 and 1857?—*Ans.* No.

(By Mr. Dubord.)

Ques. 65. Were not the payments made on a certificate signed by you?—*Ans.* I know nothing about it. I am aware that it was on the information I used to give to the Department that the money was paid to the contractors.

Ques. 66. Why did you charge in the account of 1854, 29 men and 4 horses?—*Ans.* It was impossible for me to ascertain the number of schooners sent to each place. 1st. For the reasons which I have already given. 2nd. Because it often happened that a schooner was sent to one place but went to unload at another. 3rd. It often happened that a schooner would leave Quebec with a cargo for the four light-houses, sometimes for two only, and so on; I have ascertained as nearly as possible the total number for the four light-houses. In 1854 I established the

number by the amount of money paid, according to the certificates of Mr. Buteau, the agent of the contractor, and in 1855, twenty-five schooners were sent to the four light-houses. I file a list of schooners dispatched in 1855, with the names of the Masters. In 1856 twenty-seven schooners were dispatched to the four Light-houses. I file a similar list. In 1857 two schooners were sent. I also file a list. In addition to these schooners mentioned in the lists now produced, must be added three voyages made to the light-houses, by a steamer to carry provisions and materials.

(By the Chair.)

Ques. 67. Without definite information, by what means did you arrive at the proportion to be charged against the Belle Isle Light-House?—*Ans.* After having ascertained the number of schooners despatched in 1854, 1855, 1856, and 1857, I have divided it as shewn by the Account.

(By Mr. Dubord.)

Ques. 68. In the first list of the schooners you have filed, why did you not name the price paid or to be paid to each? Were these schooners of a heavy burthen?—*Ans.* There were some of a heavy and some of a light burthen. The reason why I do not know the prices is that I have refused to pay the prices which were demanded from me, because they were too high. I have taken all the necessary steps, and I have not been able to ascertain the real price of a voyage of a schooner from Quebec to the light-houses. Captain Etienne Tremblay told me he had received £250 for one voyage; Captain Louis Audette, £200; Captain Bouchard, £200; Captain Louis Tremblay, £160. Many others, according to inquiries made by me, received from £30 to £250. Another Captain, whose name I do not now recollect, received for one voyage to Belle Isle, £160 or £180, and, considering all these different prices, I thought that it was reasonable to grant on an average £80 10s. per schooner.

Ques. 69. Do you mean to say that, by an average, all the sums charged for schooners is just, and that the Province did not lose by that calculation?—*Ans.* Yes, I believe it.

Ques. 70. How is it that in the amount there appears a sum of £100 charged for one schooner?—*Ans.* If there appears £100 charged for one schooner, it must be that I had reason to believe that it was worth £100, the same way as I may have had reason to believe that another charged only £33 was not worth more.

Ques. 71. How do you know the price given to the men and for the hire of horses? Is the price charged in accordance with the arrangements made with them?—*Ans.* The price was fixed by myself, and I have depended for that on my practical experience, and on the current prices in the City of Quebec.

(By Mr. Simard.)

Ques. 72. Would you explain in what manner you have estimated the value of the prices which you have just mentioned?—*Ans.* I have estimated these prices by taking as a starting point, the current prices in the City of Quebec. I have also taken into consideration to estimate those prices, the wages of the men, their board, their bed-clothes, the kitchen utensils, coal and fire-wood which the contractor was obliged to send to the light-houses, the board of the Government overseers, the value of 40 or 45 head of cattle sent down during the space of the four years, the hay and oats to feed them, all the tools and instruments for the use of the carpenters, masons, laborers, and blacksmiths; also, the vehicles and harnesses of all sorts; all the stoves

and stove-pipes are also comprised in these prices ; also, a medicine chest sent to each place. The extra work of the men is also included, as they were often obliged to work on Sundays, and also at night, to unload the schooners. I have as well taken in consideration the inevitable waste of provisions and materials, due to the extra abundance of supply which it was absolutely necessary to keep at those places, so as to secure the lives of the workmen.

(By Mr. Dubord.)

Ques. 73. Did you give communication of all the charges you have just spoken of to the overseers or any other person ; and do you include in your estimate the year 1854, when you thought that Mr. Baby was contractor?—*Ans.* The year 1854 is included, and it was on personal inspection and on information I received from the overseers who were stationed on the spot that these charges were made.

Ques. 74. Do you know what prices the contractor actually paid his workmen and laborers per day?—*Ans.* Very imperfectly ; Mr. Baby told me himself, without showing me any vouchers, that he paid certain prices ; but he asked me to engage for him good workmen, and the price he would give would vary from 8s. to 12s. 6d. per day. I know he had one to whom he paid 15s.

Ques. 75. Look at the list of effects. Is the quantity correct and the price the same that you have certified, and have you the accounts that were fyled to you?—*Ans.* I produce a correct memorandum of the quantity of materials mentioned in the list, and it is accompanied with a copy of the plan of the building, to prove that the measurement is correct ; there is also a specification with it. These are for Belle Isle only. This copy of the measurement is a true copy of the original in my minute book which I now hold in my hand. As to the other items that could not be ascertained by measurement, I now produce the accounts delivered to me. You will find some certified and others refused by me.

(By Mr. Simard.)

Ques. 76. Can you inform the Committee, if in the sum of twelve shillings and sixpence charged for every barrel of hydraulic cement, are included the usual charges for cooperage, cartage, storage, wharfage and shipping expenses?—*Ans.* The reasons that induced me to grant 12s. 6d. per barrel of cement, were that 100 barrels sent from Quebec to the light-houses were not equal to more than 80 barrels when received, and also in that price was included cartage, wharfage and storage. I produce a certificate of the Corporation of Quebec to show that in 1854 cement was worth 12s. per barrel. I also considered the quantity of cement imported by the contractor from the United States, and which must have cost him 15s. per barrel. The diminution in the cement above mentioned is due to the dampness and to the bursting of the barrels during the the voyage. This allowance was made only for the cement that had been actually used.

Ques. 77. Are you not in partnership with Messrs. Chinic, Simard & Méthot in the sale of cement?—*Ans.* No.

Ques. 78. Have you any interest in the sale of that cement?—*Ans.* Yes, I am interested in the sale of the cement sold by the firm of Chinic, Simard & Méthot.

The Committee then adjourned until to-morrow morning at 11 o'clock.

COMMITTEE ROOM,

Thursday, 7th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. TIMOTHY LEE TERRILL, Chairman.

HON. MR. CAYLEY,
 MR. JOHN CAMERON,
 MR. DUBORD,
 MR. FERRES,
 MR. HOWLAND,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. STARNES,
 MR. TURCOTTE, and
 MR. WHITE.

The Minutes of the last Meeting were read and passed.

The Committee continued their examination of *Pierre Gauvreau*, Esquire.

(By *Mr. Dubord*.)

Ques. 79. On whose account do Messrs. Chinic, Simard & Methot sell the cement, and at what price? Do they sell it at the current price, and do they manufacture it for you?—*Ans.* I do not know at what price they sell it, but I know they render me account sales at ten shillings per barrel. I believe they sell at the current price, and they manufacture it for me.

Ques. 80. Produce the accounts for the cement, the bricks, and the cut stone?
Ans. I have already said I have rejected the accounts for cement, bricks, and other materials when I thought, according to my experience, that the quantities were too considerable. The quantities of materials sent to the light-houses was much more considerable than those employed, and as my instructions were to estimate only the materials employed, I ascertained those quantities by means of a measurement which I have already laid before the Committee. I now lay before the Committee a statement of the quantity of bricks and cement charged to Government, and which I have rejected. The cyphers in red ink on that statement show the result of my measurement. The quantity of bricks and cement charged, and sent to the light-houses is 474,267 bricks, and 6,949 barrels of cement; and by my measurement the quantity employed was 314,000 bricks, and 5,900 barrels of cement, which made a difference of 160,000 bricks, and 1,059 barrels of cement. Although I have rejected the account, the quantities charged have been sent.—*Ans.* I now produce four orders of the overseer at Belle Isle, asking for various materials, such as cement, bricks, and other things. He also informed me that 53,000 bricks and 166 barrels of cement were deposited in the *Baie des Chateaux*, at a distance of 23 miles from the Belle Isle Light-house. These orders are signed and written by Mr. Michel Patry, the overseer at Belle Isle.

(By *Mr. Simard*.)

Ques. 81. Do you know if all the works of the Belle Isle Light-house were paid to the contractor according to the quantity of the materials sent from Quebec,

or according to the measurement of the said works made by you on the spot?—
Ans. The materials were not paid according to the quantities sent from Quebec, but according to the quantities that entered in the works, and found by my measurement, which was made according to the works and plans already executed.

(By *Mr. White.*)

Ques. 82. What are the dimensions of the Light-house at Belle Isle?—*Ans.* The tower is 21 feet in diameter at the base, its height is 50 feet, and the walls are about five feet thick. There is a house adjoining it of 50 feet front by 21½ feet deep, with a covered passage of 18 feet square, leading from the house to the tower.

Ques. 83. What quantity of shingles would be requisite to cover the structure?—*Ans.* Between 20,000 and 30,000.

Ques. 84. How does it happen that you have certified to 50,000 shingles being used on the work?—*Ans.* The reason why such a large quantity of shingles was charged in the estimates for Belle Isle was, that the necessary quantity was sent four times, and my reason for giving my certificate for twice the amount was that I myself requested the contractor to send a schooner, as early as possible before the breaking up of the ice in the Straits, as I was anxious about the fate of the men. Although it was a great risk at that season the contractor consented. This schooner had on board 20,000 bricks and 30,000 shingles, and was completely lost opposite Belle Isle. Therefore I thought that as the contractor had sent that schooner, by my orders, at such an unfavorable season, he should not lose those bricks and shingles. This happened in the beginning of June, 1856.

Ques. 85. Are you aware if any materials were delivered by the contractor at Belle Isle during the year 1854, and if so what material and the extent thereof?—*Ans.* There were no materials delivered at Belle Isle in 1854. Some were shipped at Quebec but delivered at Forteau. It was impossible to land these materials at Belle Isle, and they were employed in the construction of the Light House at Forteau.

Ques. 86. In the item of \$9764 charged on account of the work alleged to be performed during the year 1854 in constructing the Light House at Belle Isle, you stated that no work was done during that year: under what authority did you certify to the claim for wages for workmen and horses for the space of eighty-eight days, and six cargoes of schooners for that work?—*Ans.* I certified those expenses because they had been incurred purposely for the Light House at Belle Isle, and that it had been impossible to land there. I thought that it was just to charge them to Belle Isle account. The length of the passage from Quebec to Forteau depends on the season and on the winds. It generally lasts about six weeks.

(By *Mr. Dubord.*)

Ques. 87. You said that some of the schooners that were sent to Belle Isle in 1854 put back to Forteau; what became of the other schooners that were sent in 1854 to Belle Isle?—*Ans.* I said some schooners, but I cannot recollect the number.

Ques. 88. How do you know that the Belle Isle Light-house has been paid for according to your measurement of the works, and not according to the accounts rendered amounting to £19,734 7s. 3d.?—*Ans.* If the Light-house at Belle Isle

has been paid according to the accounts rendered it was paid according to my measurement, which was annexed to the account of details.

(By Mr. Turcolle.)

Ques. 89. You have said in one of your answers that you had not certified the account for materials on the invoices from Quebec as charged by the contractor, but according to measurements made by you; can you say if materials not used were left somewhere, what quantity, and if some were lost and what quantity?—

Ans. A much larger quantity of materials than were used were sent, but the contractor was not paid for that. I shall name the quantity lost for Belle Isle Light-house. In the *Baie des Chateaux*, a distance of 23 miles from the Light-house there were, according to the report of Mr. Patry, the overseer, 53,000 bricks and 166 barrels of cement. In consequence of the want of proper sheds a large quantity of cement was lost on the Island of Belle Isle where the Light-house is erected. I cannot specify the quantity. At Forteau, in the *Anse à Loup*, a distance of five miles from the Light-house nearly 12 to 15 thousand bricks were left. About 6 thousand bricks, and a quantity of cement, the amount of which I cannot remember, say 150 barrels, were left at l'Anse aux Morts. At *Cup des Rosiers*, about 15,000 bricks remained on the spot. I do not know whether any cement was lost there. At Anticosti, there were about 6,000 to 7,000 bricks; at the Bay of Gamache and at the Light-house, about 7,000 to 8,000. There was very little cement lost here. The contractor was not paid for the materials left. They remain there at his risk, and I gave him notice thereof. To show that the amount mentioned at the *Baie des Chateaux* is correct, I refer to the letter of the overseer already before the Committee. A quantity of materials and provisions, which were never paid to the contractor, were lost by the wrecks of the following schooners:

The schooner of Capt. Desjardins, wrecked 7th June, 1856, between Belle Isle and Cap Normand. Total loss with the exception of the bricks and shingles, which were paid to the contractor.

The schooner of Capt. Talbot, wrecked 13th June, 1856, on the St. Augustin shoals, Coast of Labrador. Total loss. This schooner was loaded with materials and provisions.

A schooner, name unknown, was wrecked in 1856, at a place called the Trinity. Total loss. She was loaded with materials and provisions.

A schooner, name unknown, was wrecked in 1855, in the "*Anse aux Morts.*" Total loss. She was loaded with materials and provisions.

Another schooner, name unknown, was wrecked at L'Islet. Cargo saved with the exception of the cement, which was damaged.

Besides these wrecks, the steamer Doris was lost in the *Anse à L'eau*, in the Straits of Belle Isle. The cargo was saved in a damaged state. I have also heard of two other schooners being lost.

(By Mr. Dubord.)

Ques. 90. Is the freight of the provisions, of the hay and other articles for the use of men and horses, included in the freight already charged for Belle Isle?—

Ans. The freight of the hay, oats and provisions for the men is not included in the wages of the men and in the price of the horses, but is included in the freight of the schooners.

Ques. 91. Do you know the price paid for bricks for Belle Isle and from whom they were purchased?—*Ans.* I do not know exactly the price paid for bricks. I have seen accounts in which they were charged £8 10s. per thousand. I do not know from whom they were purchased.

Ques. 92. Has the cut stone been paid by the superficial foot, and who furnished it for the Light-house at Belle Isle?—*Ans.* It was Mr. Pierre Chateauvert who furnished the cut stone for the Belle Isle Light-house. I do not know whether he was paid by the superficial foot, but I know that he sold some by the foot. In consequence of the high price charged by the contractor for that stone I called on purpose on Mr. Chateauvert and asked him to have the kindness to let me know what price the contractor had paid him for the cut stone for the Light-houses, in the meantime informing him that I wanted that information as I thought the contractor was charging too much for the stone, to wit: 15s. the superficial foot. Mr. Chateauvert told me the price he got from Mr. Baby, and according to my judgment I could not allow that gentleman the price which he had paid to Mr. Chateauvert.

Ques. 93. Have you not the account for that stone? if you have it produce it. Did not a man of the name of Pierre Girard also furnish cut stone, and was he paid for it?—*Ans.* I have no other account but my measurement, with the exception of some accounts of Mr. Chateauvert which you will find amongst the accounts I filed yesterday. I do not know that Pierre Girard furnished stone. The price paid to the contractor was 6s. per superficial foot, the facing only being measured.

Mr. Gauvreau here produced the books which he had been notified to bring with him.

(By the Chairman.)

Ques. 94. Refer to your book and point out to the Committee the entry from which the account of expenditure from 20th July to 1st November, 1854, of £2,441 is copied?—*Ans.* It corresponds with the book, page 238 P.

(By Mr. Dubord.)

Ques. 95. Is the book you now produce the book that you kept in 1854, and in whose handwriting is it?—*Ans.* The book produced is that which I have kept since the 10th January, 1855, and the accounts of 1854 are entered in it because the Department of Public Works only asked for them in 1855. The handwriting is that of a young man that I had in my office to help me.

(By Mr. Cameron.)

Ques. 96. Were there any horses employed upon those Islands during the construction of the Light-houses; if yes, how many at each place?—*Ans.* There were horses at each Light-house, with the exception of Belle Isle in 1854, on account of these having been left at Forteau. The number of horses charged for each place in the accounts is correct.

Ques. 97. What became of these horses—were they sold there or taken away?—*Ans.* Forty-five horses and oxen were shipped for the Light-houses; the greatest part of them died of hunger, and the others were slaughtered as there was nothing left to feed them. It was almost impossible to bring them back to Quebec on account of the difficulties to embark them. The contractor sold three to Government and three to other individuals. In 1856, as I was very anxious, I requested the contractor to send a schooner to Belle Isle with materials and provisions, which schooner was lost. The contractor then sent the steamer "Doris," which was also

lost. I was despatched to Belle Isle by the Board of Works in Nov., 1856, and I saw the *Doris* stranded as well as the schooners. I found the men at Belle Isle in a very sad condition, considering that it was near the end of November, and that it was almost impossible to land at Belle Isle. The loss of all those vessels was the cause of the death of the horses, and endangered the lives of the men.

(By Mr. Starnes.)

Ques. 98. Did you keep any books in 1854 connected with the contracts for the building of the Light-house at Belle Isle?—*Ans.* The only book that I have is my book of measurement, which I have already produced.

On motion of Mr. Dubord, it was *Resolved*, That the Department of Public Works be requested to furnish the Committee with a list of the steamers employed in visiting the Light-houses in the Gulf, erected by Mr. Baby.

Ordered, That the proceedings of the Committee be printed from day to day for the use of the members.

Adjourned till to-morrow at 11 o'clock, A. M.

COMMITTEE ROOM,

Friday, 8th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. TIMOTHY LEE TERRILL, Chairman.

MR. DUBORD,
MR. DUNKIN,
MR. FERRES,
MR. JOBIN,
MR. SIMARD,
MR. STARNES, and
MR. TURCOTTE.

The Minutes of the last Meeting were read and passed.

The Committee continued their examination of Mr. *Pierre Gauvreau*.

(By the Chairman.)

Ques. 99. At what date did you make your first measurement of work done on the Belle Isle Light-house?—*Ans.* It was on the 30th June, 1856. For since the commencement of the work to the latter date, there was no other work made but roads to carry the materials and provisions to the site where the Light-house was to be erected, and also the building of temporary dwellings to lodge the men, and horses, and sheds for the cement and other effects. By referring to the details of measurement, it will be seen that nothing else was made between the 12th May, 1855, and the 30th June, 1856, the winter included. I must except, however, 30 toise of rough masonry and 90 toise of masonry stone. All the remainder of the time was occupied in making roads and building temporary dwellings. In support

of what I say, I lay before the Committee a letter from Mr. Patry, the overseer at Belle Isle, dated June, 1856, stating that the mining of the foundations of the tower were nearly completed.

Ques. 100. In the detailed statement furnished by you to the Committee do the number and dates of your several admeasurements on this Light-house appear?—*Ans.* The dimensions and the dates appear in my admeasurement.

Ques. 101. Are the several accounts in favor of the contractor for work and material on the several Light-houses and certified by yourself for payment, based upon statements furnished you by the contractor or his agent, or are they based solely upon the admeasurements made by yourself, and the information obtained by you from the local superintendents or foremen?—*Ans.* They are based upon the information I received from the local overseers and upon the measurement that I made, as well as upon information I received from the agents of the contractors.

Ques. 102. Have you preserved and recorded in your books, or kept on file the statements or details of account for such work and material, whether furnished by the contractor or his agents, or by the local superintendents on behalf of the Government, and if so, can you produce them before the Committee?—*Ans.* The accounts which I have filed give all those details as well as my measurement.

(By Mr. Simard.)

Ques. 103. During the execution of your duties as superintendent of the works at the Belle Isle Light-house, have you always been guided by the written or verbal informations which you received, now and then from Mr. Patry, during the time that he was employed as overseer on the said works?—*Ans.* I was guided by their informations whether in writing or verbal inasmuch as I believed them fair and reasonable. When they gave me informations that I thought were against the interest of Government I left them aside and then I used my own judgment, and to prove what I say I shall hand over to the Committee some letters from Mr. Patry, giving me informations which I thought I ought not follow for the interest of Government. I produce a letter, signed Michel Patry, dated Belle Isle, 15th Sept., 1856, giving me a number of informations on the necessity of causing men to winter at Belle Isle, otherwise he said, it would be impossible to complete the tower in 1857. After having taken that letter into consideration as well as the enormous amount it would cost to keep men there all winter, I believed it in the interest of the Government not to follow these informations, and I thought that with a little energy the work could be completed in 1857 without the expense of keeping men all winter, and it was done. Mr. Patry returned to Belle Isle in 1857, exhibited a great deal of activity and the building was completed. I also lay before the Committee a certificate dated Quebec, 26th Dec., 1856, signed Michel Patry, furnishing me with a list of the names of the men who were employed in the construction of the Belle Isle Light-house, from the 1st June, 1856, and in comparing that list with the time of the men charged in the estimates, it will be seen that the number of men is less than that mentioned in Mr. Patry's list, and that the time of the men is charged only from the 30th June in lieu of the 1st June, and only goes as far as the 23rd Nov. in lieu of the 26th Dec., as appears in the certificate of the overseer. The writing in red ink on that certificate is of my own handwriting. According to my memorandum that list can only begin on the 30th June and end on the 23rd Nov., and not from the 1st June to the 26th December as the overseer had made it.

Ques. 104. Were any materials wanted by the men during the construction of the Belle Isle Light-house? Tell the reasons and also whether the progress of the

works was delayed in consequence?—*Ans.* Certainly. The progress of the works was delayed by the difficulty of landing the materials on the premises. In 1856 the workmen were stopt by the want of materials, and I lay before the Committee a letter from Mr. Patry, informing me that his men were unable to work for three weeks for want of sand, in consequence of a very heavy storm, and also that the schooner that carried the sand was lost. That letter is dated 2nd Sept., 1856, As I was on the spot I made all diligence to charter a schooner to carry sand to Belle Isle so as to put the men to work. As I believed it in the interest of Government, I chartered the schooner of one Boily at \$10 per day. In a letter of the 28th July, 1856, there is a postscript dated 14th August, advising me that the men were again idle in consequence of the want of sand, and that a storm had taken place on the 26th July, which made him think that the schooner I had chartered was lost. I produce a letter dated June, 1856, speaking of the difficulties arising from the incapacity of some workmen who delayed considerably the progress of the works, and also hand over a letter of instructions to the overseer at Belle Isle.

Ques. 105. Was it necessary to construct roads so as to convey materials and provisions to the sites, if so, at what places and were they of any extent to involve much labor and expense?—*Ans.* A road of 27 acres was constructed at Belle Isle, which must have cost an enormous amount, and must have absorbed the whole amount mentioned in the estimates, deducting the amount for schooners and materials, from the 12th May, 1855, to 12th July, 1856, the winter included. During all that period of time the men were employed in constructing the road and in building temporary dwellings.

Ques. 106. Was the buiding of the temporary dwellings at Belle Isle expensive? Please say for what reasons?—*Ans.* Yes, it was expensive. To construct the temporary dwellings it was necessary to use the materials sent for the light-houses, such as brick and cement, and also a powder magazine was built. As may be seen by the accounts I allowed £30 for the materials so employed. The contractor was obliged to send other materials to replace those that were used.

Ques. 107. Do you know what place the sand used at Belle Isle came from?—The sand came from the Baie des Chateaux, a distance of 23 miles from Belle Isle, and was carried in a schooner which, on arrival at Belle Isle, was anchored opposite. It was then conveyed in a boat from the schooner to a rock, 20 odd feet high, to which the boat was fastened. By means of a winch and blocks it was hoisted on the top of the rock. All other materials were landed in the same way.

Ques. 108. In the measurement which you made of the works at Belle Isle, did you estimate how many barrels of cement were used for every 1000 bricks employed on the said works?—*Ans.* I have allowed what is acknowledged and admitted by every engineer and architect on similar works, to wit: 3 barrels for every 1000 bricks, and 3½ barrels for every toise of masonry.

Ques. 109. How have you been able to estimate the quantity and value of the materials used in the construction of the works at Belle Isle, such as paints, iron, steel, lead, &c.?—*Ans.* By the accounts rendered and which are before the Committee. When I believed the amounts charged just I granted them, but when I believed them unfair I reduced them, according to my judgment, such as I have done, for instance, for the steel charged to Belle Isle, and mentioned in the estimates. The amounts mentioned above show that the contractor paid £70 for the steel sent to Belle Isle, however, I thought proper to allow him only £20. The powder was paid 1s. and I only allowed 10d. A large quantity of paint was also

sent, but only five barrels were paid for, which were used in the joints of the cut stone and to paint it.

Ques. 110. Will you say how it happened that blacksmith's tools are charged in the statement of materials sent to Belle Isle, dated 1st July, 1856?—*Ans.* These tools were required by Government for the use of the keeper of the light-house. That is the reason why they are charged in the estimates.

Ques. 111. You have said in your answer to question No. 48, that materials shipped at Quebec and intended for the construction of the Belle Isle light-house, were left in several places in the Gulf of St. Lawrence, and never reached the said light-house, and never were paid to the contractor. Will you explain to the Committee what were the reasons that induced you to believe that the contractor should not be paid for such materials?—*Ans.* Quantities of materials were delivered at several places in the Gulf of St. Lawrence and never reached the light-houses. The reason why they were not paid for, were that they never were delivered at the sites where the light-houses were being erected, and besides, that they were not necessary for their construction.

Ques. 112. Can you say if a quantity of materials and provisions were left at Belle Isle?—*Ans.* A small quantity of materials were left on the Island of Belle Isle. There were also some provisions left, but I do not know the quantity.

(By Mr. Dubord.)

Ques. 113. When you first engaged with Government did you engage as an Architect or Engineer?—*Ans.* As an Architect.

Ques. 114. Will you name the year in which bricks and cement were purchased for Belle Isle?—*Ans.* A large quantity of bricks and cement were purchased in 1854, and also in 1855 and 1856.

Ques. 115. What materials composed the cargo of the six schooners that sailed for Belle Isle in 1854?—*Ans.* All sorts of materials necessary for the construction of the light-house, and provisions, formed the cargoes of the schooners.

Ques. 116. By whom were written the accounts for the Light-houses, that you have filed?—*Ans.* Those which are not written by me were written by my clerk, Mr. Jean Baptiste Dérome.

Ques. 117. Did you not say that you could not certify the amounts of the light-houses, that you had received orders from the officers of Government to certify them, and that upon your refusal to do so Mr. Baby came to Toronto and brought you the order to certify them? Did you not mention that fact to a Quebec gentleman now in this City?—No, never; and I never spoke of it to any person whomsoever. Mr. Baby never brought such an order to do such a thing either from Toronto or any where else.

The Committee then adjourned until Tuesday morning, at half past ten o'clock.

COMMITTEE ROOM,

Tuesday, 12th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. TIMOTHY LEE TERRILL, Chairman.

MR. JOHN CAMERON,
 MR. DUBORD,
 MR. FERRES,
 HON. MR. FOLEY,
 HON. MR. GALT,
 MR. HOWLAND,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. STARNES, and
 MR. TURCOTTE.

The Minutes of the last Meeting were read and passed.

The Committee called Mr. Michel Patry to give evidence.

(By Mr. Dubord.)

Ques. 118. At what time were you engaged as overseer for Belle Isle?—*Ans.* In May, 1855.

Ques. 119. What instructions did you receive, and what were your duties at Belle Isle?—*Ans.* The verbal instructions that I received from Mr. Killaly, required that I should strictly see to the execution of the works at Belle Isle, to look after the quantity and quality of materials, and to keep the time of the men; I was first to build a temporary building for the men, a blacksmith's shop and other sheds. I received a plan and specification of the works to be done from Mr. Gauvreau.

Ques. 120. Did you keep the time of the men. Have the workmen and laborers been paid according to their engagements and according to the lists which you have furnished for Belle Isle?—*Ans.* Yes.

Ques. 121. Have you kept several lists of the men who have worked at Belle Isle, if so, produce them?—*Ans.* Yes. I produce the list for 1855 and for the winter of 1855-56, the list for the summer of 1856, and for the winter of 1856-57, and also the list for the summer 1857. I furnished these lists to the office of Mr. Baby at Quebec, with the exception of the first, which I forwarded to Quebec as I myself wintered at Belle Isle that year. I also produce the books which I kept at Belle Isle, and the lists I have first filed are true copies of those books.

By Mr. Ferres.)

Ques. 122. Did you send a certified copy of these lists to Mr. Gauvreau at the same time?—*Ans.* No; I never furnished him with any as he never asked me for them. I sent him at his own request only a list of the men employed in 1856. By that list, Mr. Gauvreau thought that I meant that the men should have been paid to the 26th Dec. It is an error. That list is dated the 26th Dec. 1856, but it

is the day of the month on which I made it, and not the date on which the men ceased to work, as may be seen by the list itself.

(By Mr. Dubord.)

Ques. 123. Are the lists which you produce based upon the engagements on the men? Are the prices according to such engagements, and have the men been paid according to said lists?—*Ans.* Yes; and in support of what I say I now produce the engagements, *sous seing privé*, signed at Quebec.

Ques. 124. Did not a part of your men leave Belle Isle for Quebec in the course of November, 1855?—*Ans.* No; it was on the 21st October that almost all the men left. Only three remained to winter with me.

Ques. 125. How is it that your first list extends to the 1st Nov., when your men left Belle Isle in October?—*Ans.* I received instructions in the month of Sept. from Mr. Baby himself, who was then at Belle Isle, to send with the men, a list of their time. I did so, and extended that list to about the 15th Oct. When that list reached the office of Mr. Baby, at Quebec, the time of the men from the date above mentioned, to their arrival at Quebec, on the 1st November, was added. The ensuing spring the same men having returned to work at Belle Isle, told me that they had been paid to the 1st November, according to their engagements with Mr. Baby.

Ques. 126. Was not the contractor bound to board the men at Belle Isle, and did he not do it?—*Ans.* Yes.

Ques. 127. Was the board good, and of what did it consist?—The board was good, and it consisted of pork, salt-beef, biscuit, flour, butter, coffee, tea, rice, molasses, pease and other effects.

Ques. 128. Were not the provisions carried to Belle Isle at the expense of Government, and was not the cook paid by Government?—*Ans.* Yes.

Ques. 129. According to the knowledge you have of the board of the men, the manner in which they were served and their bedding, can you say what was the value of the board given to them by the contractor, and also what was the expense of keeping a horse?—*Ans.* I believe that the board of the men such as was given to them and their bedding, considering that every thing was sent at the expense of Government, was well paid for at a half a dollar per day; and to support this statement I shall say that I had two men boarding on board of a schooner for that amount, and that the captain was satisfied. As to the horse I believe one dollar per day paid its expenses, as he was driven and taken care of by one of the men.

Ques. 130. From the time of the men and their board, the number of schooners and of horses, what was the total amount paid for the erection of part of the Belle Isle Light house up to the 1st November, 1855?—*Ans.* I have made a recapitulation from the lists that I have produced and an estimate of the board of the men, the keeping of the horse, and of the number of schooners that came to Belle Isle that year, and according to me the amount would be £2,055 3s. 2d. cy. I fyle that estimate.

(By the Chair.)

Ques. 131. At what time was this estimate made by you?—*Ans.* I had made one at Quebec before I left to come to Toronto, but having heard Mr. Gauvreau's evidence I have modified it. It is according to my books.

Ques. 132. You say you have modified your estimate since hearing Mr. Gauvreau's evidence, what was the difference of the two estimates, and which is according to your books?—*Ans.* Both of them would be according to my books, but when I made the first I was under the impression that the provisions were carried to Belle Isle at the expense of the contractor, but having heard the evidence of Mr. Gauvreau, I have modified it. In my first estimate I allowed 10s. per day for the horse as in the accounts. For the men the amount is the same in both. The difference between the two estimates is £30 15s. The one made here is the lowest.

(By Mr. Dubord.)

Ques. 133. In the amount fyled and certified by Mr. Gauvreau, the time of the men commenced on the 12th May, is that correct?—*Ans.* No. Their time commenced between the 23rd and 31st May, although Mr. Gauvreau's accounts mention the 12th.

Ques. 134. If the Board of Public Works, or Mr. Gauvreau, had requested from you a return or report for 1855, are you of opinion that you would have made a list similar to that fyled by you?—*Ans.* I could not do otherwise according to my books.

Ques. 135. Is it a fact that to the present day neither the Board of Works nor Mr. Gauvreau ever asked you for your report?—*Ans.* Yes, it is a fact, nobody ever asked me for any.

Ques. 136. Upon what were the accounts, which you see certified by Mr. Gauvreau, based?—*Ans.* I do not know.

Ques. 137. Have you wintered at Belle Isle from 1855 to 1856? Are you able to give the amount of the cost of the Light-house since that time?—*Ans.* I remained at Belle Isle during the winter of 1855-56, and I fyled an estimate and recapitulation of the amount of the cost of the Light-house from that time to the date on which the works were completed. The sum total is £7,019 3s. 6d.

Ques. 138. What is the difference between the accounts of Mr. Gauvreau and yours?—*Ans.* The accounts certified by Mr. Gauvreau amount to £10,446 15s. which makes a difference with mine of £3,427 11s. 6d.

(By the Chair.)

Ques. 139. How is it that having received instructions from the Public Works Department to keep an account of the time of the men, material furnished, &c., you have never furnished lists or statements to that Department, or any officer of the Department, but have furnished these lists and statements to the contractor instead?—*Ans.* Because the officers of the Board of Works never asked me for lists or statements and the contractor did.

By Mr. Dubord.)

Ques. 140. How do you establish the difference between £10,446 15s. 6d. and £7,019 3s. 6d. by your list or estimate, No. 49, fyled this day?—*Ans.* I establish that difference by the wages of the men who were paid less than charged in the accounts, by the number of schooners who were only 9½, in lieu of 19, by the labor of the horses, and also by the difference there was in the quantity of sand, bricks, &c., brought from the Baie des Chateaux.

(By the Chair.)

Ques. 141. Were you aware that from time to time payments were made to the contractor upon certificates from Mr. Gauvreau, and were you aware of the nature and extent of charges that were being made?—*Ans.* No, I knew nothing about that.

Ques. 142. When were you first aware of the existence of any difference between the accounts as actually paid and the accounts and estimates as made and kept by yourself?—*Ans.* I was only made aware of that in the summer 1858, having received a copy of the Report of the Committee on Public Accounts.

(By Mr. Simard.)

Ques. 143. Did not Mr. Gauvreau write to you on the 23rd July, 1855, giving you instructions to make detailed reports as often as possible to the Honorable the Commissioner of Public Works?—*Ans.* No, I lay before the Committee the communication of the 23rd July, 1855. I wrote in accordance with the tenure of Mr. Gauvreau's letter, and forwarded to him all the information he desired. I was under the impression that Mr. Gauvreau formed part of the staff of the Board of Works, as it was he who put into my hands the plans and specifications of the Belle Isle light-house, and that he wrote to me now and then on the subject of the said light-house.

(By Mr. Dubord.)

Ques. 144. Can you now furnish a list of materials, such as cement, bricks, stone, cedar and shingles employed by you at Belle Isle?—*Ans.* I furnish extracts from my books showing that I have received 55,000 bricks and 1331 barrels of cement. All the bricks were employed and only 930 barrels of cement were used. I have received and employed 30,000 shingles. I have not measured the stone, as to the cedar I have used 31 pieces.

Ques. 145. What is the value of the materials you have just mentioned?—*Ans.* I do not know the value of the bricks and of the stone. As to the cedar it may be worth, on an average, one dollar per piece.

Ques. 146. Look at the lists of effects in the accounts now filed by Mr. Gauvreau, say if it is correct and if the prices also are correct?—*Ans.* Only 55,000 bricks were employed and not 68,000. The cedar charged £50 is worth about £8. There are also 20,000 shingles and two hearth-stones that never came to Belle Isle. The windows were neither glazed nor painted and they are charged double their value. There is a sink which is not worth more than £2 10s. Two winches charged £50 are worth only £12 10s. for the two. There are also 100 barrels of sand charged whilst I only received 50. The 260 lbs. of galvanized sheet iron and the wrought copper bar of three inches square were never received.

Ques. 147. How many steamers went to Belle Isle during the time you were there?—*Ans.* There were two, the Doris and the Napoleon III. The Doris made five trips and the Napoleon III four. This last steamer, on coming from France, stopped at Belle Isle to discharge the apparatus for the light. When the Doris was lost, I believe, she was bound for Belle Isle. This voyage is not included in the five above mentioned.

The Committee then adjourned to the call of the Chair.

COMMITTEE ROOM,

Wednesday, 13th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. TIMOTHY LEE TERRILL, Chairman.

MR. JOHN CAMERON,
 MR. DUBORD,
 MR. DUNKIN,
 MR. FERRES.
 HON. MR. FOLEY,
 MR. JOBIN,
 MR. MATTICE,
 MR. SIMARD,
 MR. STARNES,
 MR. TURCOTTE.

The minutes of the last Meeting were read and passed.

The Committee continued their examination of Mr. *Michel Patry*.

(By Mr. *Simard*.)

Ques. 148. In the statements that you have laid before the Committee yesterday, establishing the value of the wages of the workmen employed at the Belle Isle Light-house, have you included the year 1854, and do you know if the wages and the price of provisions were high at Quebec during that year?—*Ans.* No, I did not include 1854. I cannot say if provisions were high that year.

Ques. 149. Did you make entries in your books of the materials for building and of the provisions that you have received at Belle Isle during your superintendence of the works made at that place?—*Ans.* Yes, I have made entries in my books of the materials for building. As to the provisions I can place before the Committee the list of the effects which were sent to me by Mr. Baby.

Ques. 150. Have you not received from Mr. Gauvreau letters of instructions, dated the 10th October, 1855, and 10th July, 1856? Will you lay them before the Committee?—*Ans.* Yes, and I fyle them.

(By Mr. *Dubord*.)

Ques. 151. How many days did you charge for the horses at Belle Isle? Say if the number of days, 2842, charged in the account fyled and certified by Mr. Gauvreau at 10s. per day, making the sum of £1421, is correct?—*Ans.* I have charged only 1781 days for the horses, and I have allowed 5s. per day, which makes the sum of £445 5s., showing a difference with Mr. Gauvreau's account of £975 15s. I am certain that this calculation is correct as to the days. I fyle a list of the horses, which cost, together, the sum of £115. If the price of the horses, £115, be deducted from the sum of £445 5s., there would remain £330 5s. to pay for vehicles, harnesses and food.

Ques. 152. Do you know the price paid for each horse? Please give them?—*Ans.* The first horse cost £7 10s., the second £15; two others £25 the pair; two more £20 the pair; two others £35 the pair, and the last £12 10s.

Ques. 153. Did the workmen that went to Belle Isle furnish their own tools?—*Ans.* Yes, with the exception of the laborers, whose tools were furnished by the contractor. The contractor also, provided many tools that workmen do not furnish, such as levels, shingle-axes and trowels.

Ques. 154. Will you mention the value of the tools provided by the contractor for Belle Isle?—*Ans.* The value may be between £25 to £30. Part of them were destroyed at Belle Isle, and the balance were brought back by the contractor.

Ques. 155. Is it to your knowledge that Mr. Gauvreau ever visited the Belle Isle Light-house? How often and in what years?—*Ans.* Yes, it is to my knowledge that he visited Belle Isle once in 1855, twice in 1856 and twice in 1857.

Ques. 156. Did Mr. Gauvreau remain long ashore to examine the works?—*Ans.* Sometimes one hour, sometimes more.

Ques. 157. Did you always accompany him when he was there?—*Ans.* Yes, always.

Ques. 158. Could Mr. Gauvreau examine and measure the works without you knowing anything about it?—*Ans.* No.

Ques. 159. Do you know if he ever measured the Tower or the Light-house at Belle Isle?—*Ans.* No, he never measured it at any time, and I never was absent from Belle Isle.

Ques. 160. How much did you get from the Board of Public Works for your services at Belle Isle?—*Ans.* I received £753 for my services, and I was boarded by the contractor.

Ques. 161. Do you persist in stating that notwithstanding that sum paid to you for your overseeing, you were never asked to render an account after you had completed all the works at the Belle Isle Light-house?—*Ans.* Yes, but I was only asked from time to time what progress was made at the works, and I never was asked to give the time of the men, with their wages, and the number of materials employed at the said Light-house.

Ques. 162. Look at the account for 1854, amounting to £2,441? Do you know anything about it?—*Ans.* In 1854 one schooner left Quebec for Forteau and Belle Isle. The number of men aboard was 39. On reaching Forteau she disembarked about half of the men and then sailed for Belle Isle; but after eight days of sailing, not being able to find the place where the Belle Isle Light-house was to be built, she returned to Forteau, disembarked the men and discharged the provisions. The men worked during the remainder of the season at the Forteau Light-house. I believe that nearly that number of men is charged to Forteau and is certified by Mr. Gauvreau, consequently nothing should be charged to Belle Isle. Therefore, I consider the account erroneous and fraudulent.

(By Mr. Simard.)

Ques. 163. You have said in your answer to question No. 118, that you were engaged by the Department of Public Works in the month of May, 1855. Now, do you know the facts relating to 1854, which you have first mentioned? Where were you in 1854?—*Ans.* Part of the men who, in 1854, went in a schooner to Belle Isle and put back to Forteau, returned to Belle Isle in May, 1855, gave me

all these details. Besides the overseer at Forteau, Jean Baptiste Pruneau, who was there in 1854, corroborated this statement. In 1854 I was at Quebec.

(By Mr. Dubord.)

Ques. 164. Is it usual for any person being in charge, and having superintendence, and being obliged to render accounts, to keep books as Mr. Gauvreau pretends to keep them, charging the number of men with their wages, and declaring afterwards that he was not sure of the number of days work and the wages given to the men, but basing his calculations of all the materials employed on measurement?—*Ans.* No; it is not usual to keep such accounts. To make true accounts, Mr. Gauvreau ought to have had the number of men, the number of days work, with the wages paid and the number of materials employed and received by the overseer of the Light-house. In a measurement, it is hardly possible to be correct.

Ques. 165. After the scrupulous examination you have made of the accounts fyled and certified by Mr. Gauvreau, and of the accounts kept by you as overseer, considering the materials furnished, the number of schooners which discharged at Belle Isle, the amount paid to the men, can you say, according to your experience, if Government has not been overcharged for the building of the Belle Isle Light-house?—*Ans.* I believe that Government was overcharged between £7,000 to £8,000 in the account for Belle Isle.

Ques. 166. Can your evidence as to the Belle Isle Light-house be corroborated by any other witnesses, and name them?—*Ans.* Yes; it can be corroborated partly by Jean Baptiste Pruneau, Pierre Tondreau, Cyprien Coulombe, Barthélemy Leclerc, Augustin Mathieu, John McKenzie, and Octave Caron; I may also add the names of Mr. Buteau, the agent of Mr. Baby, Mr. Moizen, his book-keeper, and also the names of the captains of the schooners, if Mr. Gauvreau will have the kindness to give me the names of those that he pretends in his answer to question 115 were sent with provisions to Belle Isle.

(By Mr. Simard.)

Ques. 167. Do you know if the works at Belle Isle were made according to the plans and specifications given to you by Mr. Gauvreau?—*Ans.* Yes, they were attentively executed according to the plan and specification.

Ques. 168. Will you say how it is that you have not given to Mr. Gauvreau a list for 1856 of the time of the men and their wages similar to that which you gave at that time to the contractor?—*Ans.* Because Mr. Gauvreau only asked me the names of the men, whilst the contractor requested me to give him their names, their time and their wages, to pay them. I will add that I offered Mr. Gauvreau a similar list, but he refused, saying to me, "give me the names of the men, that is sufficient."

Adjourned until to-morrow at 1½ o'clock, P. M.

COMMITTEE ROOM,

Thursday, 14th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. TIMOTHY LEE TERRILL, Chairman.

HON. MR. CAYLEY,
 MR. JOHN CAMERON,
 MR. DUBORD,
 MR. DUNKIN,
 MR. FERRES,
 MR. MATTICE,
 MR. SIMARD,
 MR. TURCOTTE, and
 MR. WHITE.

The Minutes of the last Meeting were read and passed.

The Committee continued their examination of Mr. *Patry*.

(By the Chairman.)

Ques. 169. When you reached Belle Isle in 1855, prior to the commencement of the work on the light-house there, did you find there any materials, provisions or other effects which had been sent in 1854?—*Ans.* When I arrived at Belle Isle in 1855 there were neither materials nor provisions there.

(By Mr. *White*.)

Ques. 170. Suppose a schooner left Quebec in the middle of July, 1854, what time would the vessel arrive at Forteau or Belle Isle in ordinary weather?—*Ans.* That depends on the winds. I went down myself in four weeks.

Ques. 171. Are you aware if the supplies said to be landed at Forteau in the fall of 1854 intended for Belle Isle were received at the latter place in the year 1855?—*Ans.* No, none were received.

(By Mr. *Cayley*.)

Ques. 172. Were materials or provisions, to your knowledge, at any time transferred from Forteau to Belle Isle?—*Ans.* No, with the exception of 2000 bricks which I took myself at Forteau to complete my works at Belle Isle in 1855.

Ques. 173. Did you keep a list of all vessels arriving at Belle Isle during the time you were on the Island?—*Ans.* Yes, and their names are "Marie Odile," Capt. Joncas; the schooner of Capt. Hoffman, and that of Capt. Simard; the schooners "Victoria," "Marie Henriette," Capt. Fraser; "Caroline," Capt. Boily; "Lady," Capt. Bergeron; "Marie Henriette," Capt. Fraser, second voyage; the schooner of Capt. Mercier, and the "Caroline," Capt. Boily, with a half cargo, second voyage. I fyled seven Bills of Lading for the schooners.

Ques. 174. You state that the light-house at Belle Isle is built strictly in accordance with the plans and specifications. Can you not then ascertain the contents of the structure from the plans and specifications without lineal measurement taken on the spot?—*Ans.* Yes, the light-house and the house at Belle Isle are strictly built in accordance with the plan. It is possible to know by measuring on the plan the approximative quantities of materials that may be employed in those buildings, but this would never be as correct as when the brick has been counted before being used.

As to estimating the cement by measurement for brick work and rubble masonry it is impossible. It is as easy to measure on the plan as on the building.

Mr. *Simard* moves that Mr. Page, engineer in the employ of the Department of Public Works do attend before this Committee on Monday next for examination.

Adjourned till to-morrow at 1½ o'clock, P. M.

COMMITTEE ROOM,

Monday, 18th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. TIMOTHY LEE TERRILL, Chairman.

HON. MR. CAYLEY,
MR. JOHN CAMERON,
MR. DUBORD,
MR. DUNKIN,
MR. FERRES,
MR. JOBIN,
MR. SIMARD, and
MR. TURCOTTE.

The Committee called Mr. *Gauvreau*, and the following questions were put to him:

(By Mr. *Simard*.)

Ques. 175. Have you here, in your possession, a copy of the correspondence which you kept with the Department of Public Works in relation to the Light-houses in the Gulf of St. Lawrence?—*Ans.* I have part of it. It is part of the correspondence between myself and the Board of Public Works.

(By Mr. *Dubord*.)

Ques. 176. Why not produce the whole of the correspondence since 1853?—*Ans.* I have not got it here, because I had not time to get it copied.

(By Mr. *Ferres*.)

Ques. 177. Is the complete correspondence in the possession of the Department of Public Works?—*Ans.* Yes, certainly.

Examination of Mr. *Patry* continued.

Ques. 178. Please look at your estimate No. 1, and say from what date you calculate salaries and board of men?—*Ans.* Since the 23rd May, to 1st November, 1855, as appears in the list No. 1.

(By Mr. *Cayley*.)

Ques. 179. Did you furnish the bill of lading of the *Napoleon III* to the Committee as having arrived at Belle Isle in 1857?—*Ans.* I cannot remember. I produced seven bills of lading the other day.

Adjourned until to-morrow at half-past one o'clock, P.M.

COMMITTEE ROOM,
Tuesday, 19th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

THE HON. TIMOTHY LEE TERRILL, Chairman.

MR. DUBORD,
MR. DUNKIN,
MR. FERRES,
MR. MATTICE,
MR. SIMARD,
MR. STARNES, and
MR. TURCOTTE.

The Committee continued their examination of Mr. *Patry*.

(By Mr. *Ferres*.)

Ques. 180. Was that the day of their sailing or the day on which they were hired?—*Ans.* It was the day of their sailing. Some of them had begun before they sailed to make berths in the schooners.

Ques. 181. Were they paid and boarded for that time?—*Ans.* They were paid but not boarded.

(By the Chair.)

Ques. 182. How many were so employed in making berths, and for what length of time were they so employed, and is their time, while so employed, included in your lists?—*Ans.* They were four. They worked, now and then, between the 23rd and the 31st May, the day on which we sailed. Their time is charged in the list of 1855.

(By Mr. *Ferres*.)

Ques. 183. The men being on the Island the whole time, were they not paid and fed without deduction of days, and was it necessary for Mr. Gauvreau to ascertain only the number of men in order to make an account for them?—*Ans.* The men always remained on the Island and were boarded by the contractor, but were not paid for all the time they were there, some of them having been sick for different periods varying from eight days to two months, which time was deducted from their wages. My list gives the number of days' work done by every man.

(By the Chair.)

Ques. 184. How do you know that the contractor paid the men according to your lists? Were you present when they were paid, and where?—*Ans.* In 1855 I wintered at Belle Isle, and I forwarded a list of the time of the men to the office of Mr. Baby so that the men might be paid, and these men told me they had been paid. The other lists were paid in my presence in Mr. Baby's office.

(By Mr. *Ferres*.)

Ques. 185. Are you aware that schooners were lost by stress of weather, if so, say how many, whether they were loaded or not with material for the Light-

houses and provisions for the men, and whether any compensation has been paid Mr. Baby by the Government?—*Ans.* I am aware that only one schooner was totally lost. She was loaded with provisions and materials for the Belle Isle Light-house. I do not know if Mr. Baby has been compensated by Government for that loss.

Ques. 186. Was the steamer Doris wrecked in this service, and has Mr. Baby received any compensation for her?—*Ans.* I know that the steamer Doris was lost in this service, but I do not know if Mr. Baby has been compensated for that loss.

Ques. 187. Was there a greater quantity of brick, cement and other materials brought to the work than was required? How much and has Mr. Baby been paid for the surplus?—*Ans.* There was only a surplus of about 400 barrels sent. The whole of the bricks received were used. It appears, according to the accounts fyled by Mr. Gauvreau, that Mr. Baby was paid for about 300 barrels of cement more than I received.

Ques. 188. In reply to question 145 you say you do not know the value of the materials employed except the cedar, which you value at one dollar per piece? How many feet were there in each?—*Ans.* There were 12 pieces of $7\frac{1}{2}$ feet, 3 of 18 feet, 1 of 13 feet, 12 of $22\frac{1}{2}$ feet, making in all 28 pieces, and the number of feet employed altogether was 427. Three other pieces of $22\frac{1}{2}$, amounting altogether to $67\frac{1}{2}$ feet, were also used.

Ques. 189. Was the cedar bought in Quebec and what was the usual price then?—*Ans.* No, it was purchased at Rimouski, and the price at Quebec for the longer pieces was 7s. 6d. per piece. The others were worth, on an average, 5s. per piece.

Ques. 190. You say, in reply to question 146, that the windows were neither glazed nor painted? Do you mean to say you left the buildings with the window-sashes merely in their place?—*Ans.* I painted and glazed them myself at Belle Isle.

Ques. 191. Is there any charge against the Government for glass and paint for the windows?—No, there are no charges.

Ques. 192. You have said there was only one horse at Belle Isle? Do you adhere to that?—*Ans.* Up to the 11th October, 1855, there was only one horse.

Ques. 193. Have you had any conversation with any person as to Mr. Gauvreau's situation and your chance of obtaining it?—*Ans.* No, I never thought of it.

(By the Chair.)

Ques. 194. Can you explain to the Committee how it is that in your lists and statements fyled, there are five voyages of schooners for 1855, and but one bill of lading produced by you for that year?—*Ans.* The captain of the first schooner, the Marie Odile, in which I sailed for Belle Isle, gave his bill of lading to Mr. Charles Joncas, Mr. Baby's clerk. Capt. Hoffman landed part of his cargo at Belle Isle, and the stormy weather forced him to sail without giving me his papers. The third schooner, commanded by Capt. Fraser, having shipped a sea which entered the cabin, his papers were destroyed and I gave him mine. The fourth schooner was loaded with coals and had no bills of lading.

Ques. 195. Explain the circumstance of there being five bills of lading produced and filed by you for schooner voyages in 1856 for this service, whilst in your lists you only mention four?—**Ans.** A bill of lading was given to Capt. Savard for Belle Isle, but in the mean time he was chartered to go to Sydney and load a cargo of coals for Quebec. That explains why there is only one bill of lading and one charter party which was given to me to send the schooner to Sydney.

Ques. 196. In your lists and estimates for 1857, you have but one schooner voyage charged in that year, whilst you produce and file the bill of lading for this schooner and also a bill of lading for the steamer Napoleon; explain this, and state whether the Napoleon did carry materials to Belle Isle during the year 1857, and if so whether in your estimates you have included any thing for this service?—**Ans.** Only one schooner came to Belle Isle in 1857, and the Napoleon brought the effects mentioned in the bill of lading. I have charged nothing in my estimates for that service.

Ques. 196. Why is it that in your estimate you include nothing as the cost and charges of a voyage of the steamer Napoleon in 1857, to Belle Isle?—**Ans.** Because I see nothing charged in Mr. Gauvreau's accounts, and that I believe these steamers are paid a part for that service.

The Committee then adjourned until to-morrow at eleven o'clock A. M.

—

Wednesday, 20th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT:

THE HON. TIMOTHY LEE TERRILL, Chairman.

MR. JOHN CAMERON,

MR. DUBORD,

MR. JOHN,

MR. SIMARD,

MR. TURCOTTE, and

MR. WHITE.

The Committee recalled Mr. *Gauvreau*.

(By Mr. *Simard*.)

Ques. 198. Do you know if the following articles, "68,000 bricks, 800 feet of cedar, 20,000 of shingles, 2 hearth-stones, 100 barrels of sand, 260 pounds of galvanized sheet iron, and 1 bar of copper three inches square," charged in the Belle Isle light-house account, have all been shipped from Quebec for Belle Isle? Do you know the value of two winches and one sink mentioned in said account?—**Ans.** 68,000 bricks are charged, but the result of my measurement gives forty odd thousand, and not 55,000, as mentioned by Mr. Patry. The remainder of the brick is what I myself ordered in May, 1856, and all the rest of the materials mentioned in the question were sent by my order, and before the sailing of the schooners I personally ascertained that all these effects were on board. The price

charged for the winches is the ordinary price, and it includes the price of the chains. The amount for the sinks is that paid to Mr. Thomas Andrews by the contractor. Mr. Andrews also received £24 for two oil reservoirs, and in the account only £12 are charged for these articles.

Ques. 199. Mr. Patry has said, in his answer to question 124, that only three men wintered at Belle Isle in the winter of 1855 and 1856, how is it that you charge twenty men in your list as having wintered there?—*Ans.* If Mr. Patry has said so, it is by error or otherwise, and it is not correct. By referring to the list No. 2, furnished by Mr. Patry, it will be seen that there are charged a similar number of men to that mentioned in the list which I have laid before the Committee, with the exception of the name of one man, omitted by Mr. Patry; that man's name is Welsh, Pilot. I lay before the Committee a letter from Mr. Patry, to prove what I have said.

Ques. 200. Do you know if the window sashes for the Belle Isle light-house were painted and glazed on the site at the expense of the contractor?—*Ans.* The window sashes were painted and glazed at the expense of the contractor. It was at Mr. Patry's request, and after having consulted him, that they were sent without being glazed, to prevent the breaking of the glass, and then requested the contractor to send the glass in boxes, with the putty, and that the windows would be glazed on the spot. This was done at the request of the Commissioner of Public Works. As to the painting of the window sashes, Mr. Patry has made a mistake, for they were painted, with all the wood work, inside and outside, and the roof, at Belle Isle. There is nothing of this charged in the accounts except four kegs of paint, which I have charged for painting the cut stone.

Ques. 201. Please examine the lists laid before the Committee by Mr. Patry, showing the names of the men at the Belle Isle light-house and their wages, and say if these lists are correct?—*Ans.* I have examined Mr. Patry's lists. As to the number of men, it corresponds with the number charged in the Public Accounts, with the exception of three men, whose salaries are not included in Mr. Patry's lists, but I see their time is admitted by Mr. Patry. It is the time of Captain Pierre Godier, Charles Joncas, and the man Welsh, mentioned in the list of Mr. Patry which I have filed. I lay before the Committee a statement of the days' work furnished by Mr. Patry, with one made by myself, and it will be seen that Mr. Patry has charged 145 days more than me; but this does not surprise me, as I am aware that the men made extra work, as Mr. Patry has said.

Ques. 202. How many schooners were sent to the light-house in the years 1854, 1855, 1856, and 1857, and delivered their cargoes there? Do you know the names of the masters of those schooners?—*Ans.* I have already produced a list of names of the schooners and of their masters, with the exception of the year 1854, which I could not give. I produce a statement of the number of schooners sent to the light-houses in 1854, 1855, 1856, and 1857, and in that statement it will be seen that two schooners bound for Cap Rosier light-house, and two for the West Point of Anticosti light-house were deducted, and added to the number of those despatched to Belle Isle, which made 19 in all for that place, and that was done to keep as much as possible the expenses of each light-house in exact proportion, as the charges for schooners for Belle Isle are nearly double those of Cap Rosier.

Ques. 203. Can you explain to the Committee the difference which appears between your account furnished to Government for the Belle Isle light-house, and the estimates and accounts filed before this Committee by Mr. Patry?—*Ans.* The difference is due to the omission by Mr. Patry of the names of three men whose

wages were high. There is also a difference between the number of days for horses; but these differences are slight. The great difference is the price for the board of the men, valued at 2s. 6d. per day; which price I consider is absurd—for I consider that their board was worth much more than that. The price I have charged in the estimates comprises the board, and, as I have said before, the inevitable waste and loss of provisions. I had also made an allowance for the supplying of tools of all kinds, and for divers expenses made by the contractor, as well in Quebec as elsewhere. The number of horses which Mr. Patry finds less than me, may be attributed to the circumstance that the horses that were sent to Belle Isle remained at Forteau. The time of these horses was not charged to Forteau. In 1855, six horses were sent to Forteau and four to Belle Isle. Having met Mr. Patry in the Straits of Belle Isle, about the end of June of the same year, we both came to the conclusion that it was better to leave at Forteau all the horses for Belle Isle, as there was neither work nor provisions for them at that place. Mr. Patry was to have taken these horses as he wanted them.

Ques. 204. What were the current wages for men at Quebec during the summer seasons of 1854, 1855, 1856, and 1857?—*Ans.* In 1854, the wages of labourers were from 4s. to 6s. per day; and the mechanics, 8s. to 12s. 6d. In 1855, the wages of labourers were from 4s. to 5s. per day, and the wages of mechanics were about the same as in 1854. In 1856 and 1857, the wages of labourers were from 3s. to 4s. per day, and the wages of mechanics had fallen a little since 1856.

Ques. 205. Will you explain why you have allowed 10s. per day for each horse employed at the Belle Isle light-house?—*Ans.* I believe I have already said it, and I repeat it. In that charge was included the purchase and loss of the horses, with their food, and the cost of all the necessary vehicles. I had also included the waste of the hay and oats.

Ques. 206. Do you know if all the tools used by the workmen employed at the construction of the Belle Isle light-house were provided at the expense of the contractor?—*Ans.* Yes; all the tools were provided at the cost of the contractor.

Ques. 207. Do you know if the Province has suffered any loss by overcharges made by the contractor, or otherwise, in the construction of Belle Isle light-house?—*Ans.* No.

(By the Chairman.)

Ques. 208. With your answer to question No. 52 you produce a certificate from Mr. Buteau, showing the whole amount paid for schooner service in 1854. Is it by a division of that sum amongst and over the whole number of schooners that you arrive at the price of £80 10s. as the price of each?—*Ans.* Exactly.

Ques. 209. Do you understand the said certificate of Mr. Buteau to state the entire amount paid for such schooner service in 1854, and is the sum so certified to have been paid \$5,445.03?—*Ans.* I consider it correct, and that covers all the expenses of the service of schooners for the four light-houses for 1854.

Ques. 210. Refer to your accounts produced and filed, and say are there not twenty-four voyages of schooners charged to the account of the four light-houses for the year 1854 at £80 10s. each, amounting to \$7,728?—*Ans.* Yes, it is correct.

Ques. 211. How do you account for the difference of \$2,283, being the difference between the whole sum of \$7,728, certified by you as the price of schooner service at the four light-houses in 1854 and the amount of Mr. Buteau's certificate?
—Ans. Because I received orders in 1855 to supply to the Department of Public Works with the number of schooners sent and I divided them, after having found the exact numbers, as appears in the account, and as it also appears in the statement of schooners furnished by me.

The Committee then adjourned until to-morrow at 11 o'clock, A. M.

COMMITTEE ROOM,

Thursday, 21st April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

HON. T. LEE TERRILL, Chairman;
 MR. SIMARD,
 MR. FERRES,
 MR. JOHN CAMERON,
 MR. MATTICE,
 MR. STARNES,
 MR. TURCOTTE, and
 MR. DUBORD.

The Minutes of the last meeting were read and passed.

The Committee called Mr. *John Page*.

(By Mr. *Ferres*.)

Ques. 213. Are you an officer of the Public Works? for how long, and what are your duties?—*Ans.* I am in the employment since 1842, and Chief Engineer since 1853, and my duties are to make plans of the works, and when called upon to visit them.

Ques. 214. Have you ever visited the localities of the light houses in the Gulf, built by Mr. Baby, and how often?—*Ans.* I visited the locality in May, 1854, to point out the site for the respective buildings, and I went in September, 1857, to see if they were executed according to the plans, and to receive them.

Ques. 215. Were those works constructed by contract or by the day?—*Ans.* I understand that they were under contract when I visited the sites in the first instance. When I left Quebec the contracts were placed in my hands.

Ques. 216. What was the nature of the contract?—*Ans.* I shall furnish an answer in writing for the next sitting of the Committee.

Ques. 217. Were there many difficulties encountered in the construction of those light houses, and of what nature?—*Ans.* From the position of the works, the difficulty of access, and the remoteness from settlements, together with the storms encountered in the Gulf; made, in my opinion, the difficulties connected

with the prosecution of these works more troublesome than any that have been executed under this Government during my professional connection with it. The shortness of the season for doing work, the necessity of bringing material from a distance, and the difficulty of landing them, and in most cases of getting them to the place after having been landed, the expense of constructing roads between the landing and the site, constitute some of the difficulties of which I speak.

Ques. 218. Was it not necessary in some cases to cut roads in the cliffs, in order to get material from the boats to the sites?—*Ans.* These are the roads that I mention.

Ques. 219. Did you estimate the quantities of material of different kinds required for said light-houses previous to commencement?—*Ans.* I did; and the contractor was furnished with part of the quantities. The material of which he did not get the quantity, was the stone for the interior work, which was expected to be found on the spot. I did not state to the contractor the quantity of cement he was to furnish, inasmuch as a person acquainted with such works having the plans would know what quantity would be required.

Mr. Turcotte moved that the witnesses Gauvreau and Patry be discharged from further attendance.

Yeas :

Mr. Ferres,
Mr. Simard,
Mr. Turcotte,
Mr. Mattice,
Mr. Cameron, and the
Chairman.

Nay :

Mr. Dubord.

Adjourned until Saturday, at 10 o'clock.

COMMITTEE ROOM,

Saturday, 23rd April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

MR. JOHN CAMERON,
MR. MATTICE,
MR. SIMARD,
MR. TURCOTTE,
MR. DUNKIN,
MR. BUCHANAN,
HON. MR. CAYLEY, and
MR. FERRES.

In the absence of the Chairman Mr. *John Cameron* was elected.

The Minutes of the last Meeting were read and passed.

Adjourned to Monday next at 10 o'clock, P. M.

COMMITTEE ROOM,

Monday, 25th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT.

MR. JOHN CAMERON, Chairman.

MR. SIMARD,
 MR. TURCOTTE,
 MR. FERRES,
 MR. JOBIN,
 MR. DUNKIN,
 MR. CHAPAIS, and
 MR. WHITE.

The minutes of the last meeting were read and passed.

In the absence of the Chairman, Mr. *John Cameron* was called to the Chair.

The examination of Mr. *Page* was continued. He handed in the answer to question 216, which is as follows :

There are two contracts ; they stipulate that the contractor is to execute the respective works, at the places to be pointed out, agreeably to the plan and specifications, and to the satisfaction of the Commissioners of Public Works or such officer as they may appoint to superintend the operations. One contract, dated 17th October, 1853, is for building a light-house and keeper's dwelling on the Island of Anticosti, and another at the place called Cape Rosier, on the lower part of the River St. Lawrence. Another contract, dated 10th November, 1853, is for building two light-houses in the Strait of Belle Isle, or in the vicinity thereof. The rates in both contracts are the same, and are as follows, that is to say :—

“ Eight pounds ten shillings currency for each and every thousand fire bricks to be employed in the buildings ; two pounds ten shillings currency for laying each thousand fire bricks in the best mortar ; two pounds ten shillings for each thousand common bricks to be employed in the said buildings, including laying the same ; two pounds currency for each and every toise of best rubble masonry work ; three shillings and sixpence currency for each and every superficial foot of neatly dressed cut stones, such as window sills, lintels, &c. ; five shillings and sixpence currency for each and every cubic yard of excavation in the rock ; fifteenpence currency for each and every yard of excavation in the clay for the foundations of the said light-houses, and sevenpence and a half-penny currency for each and every pound of iron to be employed in the said buildings, with the addition and condition, &c., that thirty-three and a half per cent. shall be allowed over and above the prices herein-above mentioned, in consideration of the difficulties of supplying the said works in their respective localities ; and the prices and rates of any other part or portion of the said works not herein stated, shall be fixed by the officer of the Department of Public Works, and the payment of the said works are to be made as the work progresses from time to time, upon the return or certificate of the officer of the said Department ; but nevertheless it shall be lawful for the said Commissioners of Public Works to withhold from the said François Baby, and retain ten per cent. out of the amount of each estimate or return until the full and perfect completion of the said works and the acceptance of the same by the said Commissioners,” &c.

(By Mr. *Ferres*.)

Ques. 220. Was that contract made by the then Chief Commissioner on consultation with you, as Chief Engineer, and did you consider the prices fair?—

Ans. One of the contracts was made before I was appointed Chief Engineer, and the other is dated after my appointment. I was not aware of any contract having been made with Mr. Baby until the documents were put into my hands, when I was about to proceed to locate the buildings. I then stated to one of the Commissioners that from the limited knowledge I had of the localities, I was then unable to form anything like a correct estimate of the value of the work; still, I considered that three times the amount mentioned in the contract would not be a remunerating rate for a contractor. After returning from an examination of the localities, I then stated to the same Commissioner it was my opinion that five times the prices in the contract would barely be sufficient rates for doing the work. The contract was signed by both Commissioners and by the Secretary of Public Works.

Ques. 221. What is the usual allowance of cement calculated for 1000 brick and toise of masonry?—*Ans.* I estimated 2½ barrels cement for 1000 bricks, and 3 barrels to a toise of masonry of the class used in those works. It being extremely difficult to land sand at some places, I intimated to Mr. Gauvreau, the Superintendent, that rather than delay the work it was better to use a larger quantity of cement. This, I was informed, was in some cases done.

Mr. *Cameron* laid on the table, at the request of the Hon. Mr. *Terrill*, the Chairman, a draft of a Report.

The Committee then adjourned until to-morrow at 10 o'clock, A. M.

Tuesday, 26th April, 1859.

COMMITTEE MET.

MEMBERS PRESENT :

MR. JOHN CAMERON, Chairman.

MR. JOBIN,
MR. DUNKIN,
MR. SIMARD,
MR. FERRES,
MR. CHAPAIS,
MR. TURCOTTE,
MR. WHITE,
MR. MATTICE, and

HON. MR. FOLEY.

Mr. *Jobin* moves that Mr. *John Cameron* do take the Chair.

The minutes of the last meeting were read and passed.

The examination of Mr. *Page* was continued.

(By Mr. *Ferres*.)

Ques. 222. Had you experience in the construction of light-houses elsewhere before your engagement with the Department of Public Works, and under whom?

This question was put to witness, Mr. *White* dissenting.

Ans. I studied my profession in Scotland, under Allan Stephenson, Engineer to the Northern Light-house Board. I was nearly three years employed under him. During that time I visited nearly all the Light-houses in the North of Scotland twice a year, both those in course of construction, and those that were completed.

(By Mr. *White*.)

Ques. 223. Can you state in what manner the work was done at Belle Isle, whether under the contract referred to in your former answer, or by the day, and quantity of material furnished by Mr. Baby, the contractor?—*Ans.* I have no knowledge whether the work was done under the contract or by the day, except from hearsay, and by the public accounts. I have no personal knowledge of the money transactions.

(By Mr. *Ferres*.)

Ques. 224. In the estimate you made for material did you estimate liberally; and did you find, on your last visit, much material remaining over at the different light-houses?—*Ans.* In estimating the quantity of brick work in the first instance, no deduction was made for doors and windows on that portion of the light-house tower covered by the keeper's dwelling. The contractor was furnished with a bill of the quantities. I have the original bill in my possession, and I lay it before the Committee. The quantity stated to the contractor was 21,000 fire brick for the keeper's dwelling, 91,000 for the tower. For Cape Rosier, west point of Anticosti, and Forteau. For Belle Isle the quantity of fire brick was stated to be 21,000 for the keeper's dwelling, and 37,000 for the tower. At Cape Rosier there is about 12,000 fire brick piled upon the shore, at the West Point of Anticosti, about 3,500 at Chateau Bay, for Belle Isle, 15,000. I have no recollection of any at Forteau.

The Committee then adjourned until 10½ o'clock, A. M., to-morrow.

COMMITTEE ROOM,

Wednesday, 27th April, 1859.

THE COMMITTEE MET.

MEMBERS PRESENT :

MR. JOHN CAMERON, Chairman.

HON. MR. FOLEY,
 MR. CHAPAIS,
 HON. MR. CAYLEY,
 MR. SIMARD,
 MR. TURCOTTE,
 MR. FERRES,
 MR. DUNKIN, and
 HON. MR. GALT.

The Minutes of the last Meeting were read and passed.

The examination of Mr. Page was continued :

(By Mr. *Ferres*.)

Ques. 224. Is it possible to ascertain correctly the quantities of material employed by a measurement made on the plan according to which the structure has been built?—*Ans.* It is quite possible to ascertain correctly the quantities of material used in a structure from a detailed plan and specification of the work. This is the way in which estimates are in most cases made. The plan and specification of the light-houses are sufficiently detailed to admit of this being done.

Ques. 225. Have the light-houses been built according to the plans—of what class are the materials and workmanship?—*Ans.* The buildings have been constructed, I believe, as nearly as possible, according to the plan; and the materials appear to be of a good class of their respective kinds. After visiting the works in September, 1857, in a report to the Department I made the following statement, as may be seen in the departmental report of that year: "Indeed greater attention and care has been bestowed on the respective structures to render their stability certain than I ever expected, when there were so many difficulties to contend against; and in my opinion the contractor is not only entitled to credit for the manner in which the work has been performed, but should be allowed a fair and reasonable profit on the expenditure, as the prosecution of the work has been far more onerous and perplexing than any human foresight could possibly have anticipated."

Ques. 226. Have you seen any returns or measurements relative to the light-houses made by Mr. Gauvreau to the Department of Public Works?—*Ans.* I have seen the returns as given in the Public Accounts, &c.

Ques. 227. Can you say whether the quantities of materials certified by Mr. Gauvreau for the Light-houses are correct?—*Ans.* I have hurriedly glanced over the items of the work for the Light-houses as referred to in the Public Accounts. I did not make any close examination of them as they were not referred to me by the Department. I have formed no definite opinion of the items as a whole.

Ques. 228. Comparing them with the estimate you made previous to commencement, have you reason to believe they are correct?—*Ans.* The estimate previously made by me, as will be seen by reference to the document handed in yesterday, was made for only a portion of the items. On comparing them with the statements in the Public Accounts I have no reason to doubt the correctness of the latter.

Ques. 229. Can you give the average value of fire-brick for the years 1854, '55 and '56 at Quebec?—*Ans.* I cannot positively state the price of fire-brick at Quebec in the years 1854, '55 and '56, but I have heard from other contractors, and in whom I can place confidence, that they varied from £6.10s. to £10 per 1000.

Ques. 230. Do you consider the charge of £9 per 1000 of fire-brick, as appears in the accounts, covering shipping charges, &c., as a reasonable price?—*Ans.* I consider the charge of £9 per 1000, assuming the statements given above to be correct, to be a fair price.

Ques. 131. Can you state the average value of hydraulic cement for the same years?—*Ans.* I cannot state the average value of cement for the years mentioned. I know that the Department of Public Works had to pay 10s. per barrel for it at Montreal, and that the contractor for the Quebec Custom House had to get a large quantity in the Fall of 1856, which he stated cost him, when delivered, considerably higher.

Ques. 232. Do you consider the charge of 12s. 6d. per barrel for hydraulic cement, as appears in the same accounts, covering shipping charges, &c., as a fair price?—*Ans.* There being much loss and waste in shipping cement for sea voyages, I consider an average of 12s. 6d. per barrel, including shipping charges, a fair price. On the subject of cement for the Light-houses I wrote a letter to the Department of Public Works on the 26th February, 1855, suggesting that the cement should be put up in small packages, consisting either of well lined barrels or water-proof bags. I did this on account of the landing of it at different places being so extremely difficult.

Ques. 233. What was the value of cut-stone sent in 1855 and '56, such as that furnished for the Light-houses?—*Ans.* The cut-stone for the parapet or that forming the base of the lanterns were of an expensive character. They were circular, cut on both faces, with stop-water checks cut in the upper and lower beds. I consider them, when prepared, to be worth from \$1 80 to \$2 per cubic foot, or about \$1 50 per superficial foot; window sills, lintels, &c., are worth 80 cents per superficial foot. The average of the cut stone throughout the building would be \$1 25 per superficial foot.

Ques. 234. Do you consider the wages of 15s. for mechanics and 10s. for laborers per day, allowed by Mr. Gauvreau, including board, use of tools and other expenses, as mentioned by Mr. Gauvreau in his answer to question 72, as being fair?—*Ans.* I have seen Mr. Gauvreau's answer to question 72 and I consider that if all the supplies and tools, &c., are included in the 10s. a day to laborers and 15s. to mechanics, that the rates are moderate. I know that in 1855 and '56 that laborers' wages generally were 6s. 3d. a day, and mechanics from 11s. to 13s. per day. This was in a well settled country at different places along the line between Toronto and Quebec. I know the contractor had great difficulty to get men to go to these distant places.

Ques. 235. Do you consider the allowance of 10s. per day for each horse,

including fodder and other expenses as mentioned by Mr. Gauvreau in his answer to question 72, as being a fair price?—*Ans.* I consider it a moderate price, and most likely if the matter had been referred to me I might have allowed a higher rate.

Ques. 235. Were there any supplies of any kind at or near the localities where the Light-houses were to be erected?—*Ans.* The Island of Belle Isle is a range of bare rocky hills without a tree, shrub or visible grassy spot on their rugged surfaces. The Island supplied nothing for building purposes or the use of the men employed except fresh water. Granite of a hard nature was found suitable for the building. At Forteau stone was found at a distance of three or four miles; at certain dry seasons fresh water had to be brought from a distance of two and a half to three miles. At west point of Anticosti, stone for interior work, fresh water and some small timber fit for fuel was found within a distance of half a mile. At Cap Rosier no good building stone could be found. It had to be brought from a distance of twenty-three miles; sand was found at a distance of two miles from the building, and at dry seasons fresh water had to be brought the same distance. With these exceptions all the materials had to be shipped and landed upon a bare beach without shelter or protection of any kind whatever. In some cases bricks had to be carried ashore in bags on the men's backs, as I was informed.

Ques. 237. Taking into consideration the difficulties and delays encountered during the construction of the Light-houses, are you of opinion that the structures could have been properly built with a less expense than that charged?—*Ans.* Keeping in view the then high rates of labor in all parts of the Province, together with the fact that neither the contractor nor the Department of Public Works were acquainted with the nature and extent of the difficulties that had to be contended with, I am of opinion that the works must have cost considerably more than they could now be done for when we are in possession of information then inaccessible. I know of no reason to believe that any unnecessary expense has been incurred.

Ques. 238. Do you know anything about the wreck of vessels belonging to the contractor, and if so, state what you know?—*Ans.* I know that the steamer Doris was wrecked in the Bay of L'Anse à l'eau. When in Chateau Bay I learnt from parties who frequent that place that the schooner Adèle, Capt. Desjardins, loaded with materials, provisions, &c., for Belle Isle, was wrecked in the ice on the 7th June, 1856. I was also informed in Quebec of the loss of two other schooners similarly loaded for Belle Isle. The stone for the parapet of the Belle Isle Light-house are the third lot that were sent for that purpose. The shingles on the keeper's house are the fourth lot sent, the others having been lost. The schooner Pacific, loaded with materials and provisions for Forteau, was lost in June, 1855, on the St. Augusta shoals. The Captain lost his life at the time. In October, 1855, a schooner similarly loaded for the West Point of Anticosti, was lost on the Bellechasse Rock near Berthier. In the same year and month, a schooner similarly loaded for Cap Rosier, was lost near Trinity Bay.

(By Mr. Cayley.)

Ques. 239. Are you aware that several of the insurances effected on these vessels by Mr. Baby, including the steamer Doris, were not recovered from the underwriters?—*Ans.* I am not aware, but I heard they were not.

Ques. 240. Has Mr. Gauvreau been entrusted with the superintendence of Public

Works under your orders?—*Ans.* The Light-houses in question were at the outset conducted by Mr. Gauvreau under my directions, subsequently other duties prevented me from attending to the details; he has superintended other work under my directions.

Ques. 241. Are you aware that he exercised a close superintendence over the construction of the Light-houses in the Gulf?—*Ans.* I have no reason to doubt but that he attended as closely to the works as circumstances would permit.

Ques. 242. In what manner has he fulfilled his duties as superintendent and architect in the Government service?—*Ans.* Mr. Gauvreau, so far as my knowledge of him goes, has discharged the duties of superintendent and architect faithfully.

Appendix.

CORRESPONDENCE between the Superintendents of Education for Upper and Lower Canada and the Government.

DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

(Copy.)

EDUCATION OFFICE,

Toronto, 27th December, 1856.

SIR,—I have the honor to submit to the favorable consideration of His Excellency the Governor General in Council, the following application for reimbursement of moneys which I have paid in officially promoting the great work in which I am engaged, and for money due me as salary.

I had never intended to present these claims, had I been unsuccessful in the task which I undertook about twelve years since, or had I in any way received what might be considered equitable compensation. But as I have reason to believe that I have succeeded, to the advantage and satisfaction of the country, in establishing a system of public elementary instruction; and as I now stand in special need of moneys which I have expended in the public service, and those which are fairly due to me as salary, I feel compelled to submit my claims to the favorable consideration of His Excellency in Council.

When I accepted my present office, the latter part of 1844, I did so with the express understanding that my salary should be £500 per annum, and also that I should devote my first year to preliminary inquiries and investigations, with the view of establishing a system of Public Instruction in Upper Canada. I determined to embark all I possessed in the work, and prosecute it without expense to the public. I had indeed intended, and been preparing for a year, to make a tour in Europe for my own improvement, and to procure a library for Victoria College, of which I was then President, and had, six months previous, obtained formal consent of the Board of that College for my intended tour; but when the office I now hold was offered to me, and accepted, with the consent of the authorities of my Church, I changed the plan and objects of my proposed tour. I left Upper Canada in October, 1844, and devoted fourteen months to inquiries and investigations in Europe and the United States, procuring at the same time a great

number of documents, plans, models, books, &c., adapted for my purpose, and paid a gentleman (the Rev. Dr. McNab, as my deputy), for fifteen months, at the rate of £175 per annum, to perform the routine duties of my office during my absence. I returned in December, 1845. My tour, including the documents, &c., I procured, cost me a little more than £800 currency; and I paid to Dr. McNab for his services the sum of £220—in all £1,020. In February, 1846, I submitted my report on a system of Public Elementary Instruction for Upper Canada. My Report having been approved by the Governor General, I was requested to prepare a draft of Bill, to give effect to my recommendations. This I did in a few weeks. The draft of Bill was approved, and brought into the Legislature the following May. When the clause relating to my salary was proposed, several motions were proposed by Members to make it £350, then £400, then £450, but all these motions were lost. Mr. Lafontaine (then leader of the Opposition) sustaining the views of the Administration in this particular, that the salary of the Superintendent of Education in Upper Canada should be the same as that of the same officer in Lower Canada. The clause was passed with that understanding, as both the Journals of the House of Assembly and the debates reported in the papers at the time clearly show; and, after the passing of the Bill, I received a letter of congratulation from a Member of the Executive Council, informing me that my salary was fixed at £500 per annum. But on receiving the warrant for my first quarter's salary, under the new Act, I found it to be the quarter of £360, instead of £500. I appealed to the Governor General in Council, against such a construction being put upon the clause of the statute affecting my salary, in the office of the Inspector General. A copy of my letter, dated 12th November, 1846, is hereto appended. The decision was, that the peculiar wording of the Act required my salary to be fixed at £420, notwithstanding the intention of the Legislative Assembly, as gathered from the reported proceedings. As much opposition and prejudice were created against me by certain papers representing me as contemplating the establishment of a despotic Prussian system of education, I thought it better to proceed to develop my system, and let the results of my labours be seen by the country, and say nothing more on the subject of salary. In July, 1850, my salary was made £500, and since then the Upper Canada share of the Legislative School Grant has become larger than that of Lower Canada, but I have never received any compensation for the inequality of my salary, as compared with that of the Superintendent of Education for Lower Canada, at the rate of £80 per annum, during four years and a quarter, from *April, 1846, to July 1850, —in all, £340.*

I respectfully submit, therefore, that I am justly entitled to the payment of this sum, as also the repayment of the sums above mentioned, which I advanced from the 1st October, 1844, to the 31st December, 1845, amounting to £1020—irrespective of interest for eleven years. These three sums together, exclusive of interest, amount to £1360.

I believe no country has derived, during the same period, more advantage and honor from its system of Public Instruction than Upper Canada; and I am sure the country is much more able than I am, to pay for what I expended in the preliminary investigations which have resulted in the establishment of that system.

In connection with this claim, I beg to state two additional circumstances for the consideration of His Excellency in Council. The one is, that for six months after the removal of the Education Office to Toronto, in July, 1846, I provided in my own house, rooms for the office and for the meetings of the Board of Education, together with attendance, at my own expense, and for which I have never received any compensation. The second is, that since 1851 (on the removal of the Seat of Government from Toronto to Quebec), the payment of, and accounting

for, all Common School moneys (and since 1853, of all Grammar School moneys also) were transferred from other Departments of the Government to me; and, over and above what was required of me by the School Act of 1850, I have paid out upwards of £200,000, in sums from five shillings to one thousand pounds,—for every farthing of which I have produced every voucher that the Auditor of Public Accounts could call for, and for which extra official responsibility and duty I have not received a farthing's compensation; while such has been the increased dearness of living, or depreciation in the value of money, that one thousand pounds is scarcely worth as much now as was five hundred pounds in 1850.

I earnestly pray, therefore, that His Excellency in Council will be pleased to take into His favorable consideration the subject of this communication, and grant me such compensation and allowance as the sums I have paid in the service of the public, or of which I have been unjustly deprived, and my augmented responsibilities and duties, together with the unprecedented dearness of living, may, in the judgment of His Excellency fairly entitle me.

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

(Signed,)

E. RYERSON.

The Hon. T. Lee Terrill, M. P. P.,
Sec. of the Province, Toronto.

(Copy.)

EDUCATION OFFICE,

Toronto, 12th November, 1846.

SIR,—In reference to the amount of salary ordered to be paid to me for the quarter ending the 30th September, and your note of the 19th ultimo, explanatory of the delay in its payment, and the reason of its being so small, I beg to bring the subject of my salary and allowance for office under the consideration of His Excellency in Council.

When the office was offered to me, in 1844, the late Governor General, Lord Metcalfe, and the members of his Government, stated their conviction that the salary should be £500 per annum, and their intention to make it so, on the amendment of the School Law. On this point I would respectfully refer to the Honorable Messieurs Daly and Draper.

While the School Bill—now School Act—was under the consideration of the House of Assembly, last spring, the proposition to fix the salary of the Superintendent of Schools for Upper Canada at £400 per annum, was rejected upon the avowed ground, as stated in debate, that the Superintendent of Schools, in both sections of the Province, should be placed upon the same footing in respect to salary. This was the ground on which Mr. Lafontaine and some of his friends voted against Mr. Roblin's proposition, and the argument stated by Mr. Draper against it. It was stated in the papers of all parties, and stated to me, in letters from Members of the Assembly, who took a part in the proceedings, that the salaries of the two Superintendents of Schools were the same. I supposed so for several weeks; and then when I applied to the Honorable Attorney General on the subject, in June, I understood from him quite a different construction of the Act from that which seems to have been acted upon in fixing the amount of my first quarter's salary under it.

I beg to observe, further, that when I took the office, there were no duties connected with it in reference to the Board of Education, Normal School, or School

books—matters which have occupied more of my time, and given me considerably more trouble, since my removal to Toronto, than the ordinary duties of the office.

Had I remained at Cobourg, I would have had my house furnished with heavy furniture, and fuel, free of expense, for presiding over Victoria College—which would have no more interfered with my official duties than the Bishop of Toronto's presiding over the University of King's College interferes with his Episcopal duties. But in view of the establishment of a Provincial Board, and Normal School, the removal of the office to Toronto seemed to be necessary; yet, with the expenses of removal, the increased expense of house rent; fuel and living generally, and various additional duties, not only is there no increase of salary, but an absolute reduction of it, according to what has been paid to me during the past quarter.

I therefore respectfully submit the subject to the favorable consideration of His Excellency in Council—begging, at the same time, to draw attention to my letter to Mr. Secretary Daly, dated 25th July, respecting rent and expenses of office, and of the office of the Board of Education, until the removal of it into one of the old Government buildings, on the completion of the repairs—and to solicit the decision of His Excellency in Council thereon.

I have the honor to be, &c.,

(Signed,)

E. RYERSON.

To James Hopkirk, Esq.,
Montreal.

COPY OF A REPORT of a Committee of the Honorable the Executive Council, dated 1st. September, 1857, approved by His Excellency the Administrator in Council on the 2nd September, 1857.

On a letter dated 27th December last, from the Rev. Dr. Egerton Ryerson, Superintendent of Schools for Upper Canada, requesting that such compensation and allowance may be granted him as the sums he has paid in the service of the public, or of which he has been unjustly deprived, and his augmented responsibilities and duties, together with the unprecedented dearness of living, may, in the judgment of your Excellency, fairly entitle him to.

The Rev. Dr. Ryerson explains that in October, 1844, he left Upper Canada, and devoted 14 months to inquiries and investigations in Europe and the United States, with the view of establishing a system of Public Instruction in Upper Canada; that he returned in December, 1845, and that his tour; including the documents, &c., which he procured, cost him a little more than £800 currency; that he paid to the Rev. Dr. McNab, for his services as his Deputy, the sum of £220—in all, £1020—irrespective of interest for eleven years; that he accepted his present office with the express understanding that his salary should be £500 per annum; but that from April 1846 to July 1850, he was paid at the rate of £420 per annum, showing a deficiency of £80 per annum during four years and a quarter, in all £340; that for six months after the removal of the Education Office to Toronto in July, 1846, he provided in his own house rooms for the office, and for the meetings of the Board of Education, together with attendance at his own expense, and for which he has never received any compensation; that since 1851, on the removal of the Seat of Government to Quebec, the payment of all school moneys was transferred from other Departments of the Government to him; and that over and above what was required of him by the School Act of 1850, he has paid out upwards of £200,000, for which extra official responsibility and duty he has not received any compensation; while such has been the increased dearness of living that £1000 is scarcely worth as much now as £500 was in 1850.

The Hon. the Attorney-General, in his report dated 2nd July, 1857, states that after a careful perusal of the above application, he is of opinion that Dr. Ryerson cannot reasonably expect to be paid the expenses of his tour, as he says himself that the salary of his office was fixed with the express understanding that he should devote the first year to preliminary investigation, &c.; and as the new system, for which his valuable services were chiefly required, was not legally introduced until by the Statute 9 Vict., cap. 20; that with respect to the sum of £340 claimed by him as due, being the difference between the salary of £500 promised him, and the salary of £420 paid for four years and a quarter; it appears on reference to the above statute that the salary was fixed with a maximum of £500, and to bear such proportion to that sum as the amount of Common School monies in Upper Canada bears to the same monies appropriated for Lower Canada; that as the lower section of the Province for these four and a quarter years received a larger grant than the Upper—the salary of Dr. Ryerson was proportionately reduced below the maximum salary; that considering the great value of Dr. Ryerson's services, and that they have been as valuable as those of the Superintendent for Lower Canada, and considering, that although the School Grant for Upper Canada has for some years exceeded in amount that to Lower Canada, there has been no corresponding increase of Dr. Ryerson's salary, the Attorney General thinks it but fair that the salaries should be put on equality from the beginning, and that the sum of £340 should be paid to Dr. Ryerson.

The Attorney General is of opinion that Dr. Ryerson should be allowed a reasonable sum, say £50, for the rental of office, &c., during the period of six months that he furnished such accommodation.

The Committee concur in the views and recommendation of the Attorney General.

Certified,

(Signed,)

WILLIAM H. LEE, C. E. C.

To the Hon:

The Provincial Secretary.

L'honorable Secrétaire Provincial :

MONSIEUR, — J'ai l'honneur de vous transmettre la requête ci-jointe, et de vous prier tant de la part du Dr. Ryerson que de la mienne de vouloir bien la soumettre à la considération de Son Excellence le Gouverneur Général, aussi promptement qu'il vous sera possible.

J'ai, &c.

(Signé,)

P. J. O. CHAUVEAU.

To His Excellency, Sir Edmund Walker Head, Baronet, Governor General of British North America, &c. &c. &c.

The joint memorial of the undersigned, Chief Superintendent of Public Instruction in Upper and Lower Canada, respectfully represent :

That the offices they hold are equalled by few others as to their importance and responsibility.

That of late years, and more especially by the legislation of the two last Sessions of Parliament, the duties attached to the said offices have been considerably increased; and that the various large sums of money now passing annually through the hands of your petitioners constitute a pecuniary responsibility, which of itself, would justify much higher salaries than those received by your petitioners.

That the sacredness of the trust confided to them commands their undivided energies, and absorbs the whole of their time, leaving them no other mode of providing for the wants of their families, and not unfrequently preventing them from attending to their private affairs.

That the price of the necessaries of life is daily enhanced, and that the expenses attending a residence in a large city, and the discharges of high functions under Government are becoming every day more onerous.

That in justice to themselves and to their families, and in justice also to the great public interest confided to their care, the importance of which ought to be acknowledged by a proper remuneration of the officers to whom they are entrusted; your Petitioners beg respectfully to call Your Excellency's attention to their case, and they beg leave to add, that it would be a strange and sad feature in their career, if after having successfully used all their abilities for the education of the children of the people of their country, they were left with but scanty means of providing for the wants of their own children in this and in all other respects.

Wherefore your Petitioners respectfully pray that Your Excellency may be graciously pleased to increase their respective salaries to such amount and in such manner as to Your Excellency may seem fit.

(Signed,)

E. RYERSON,
S. E. U. C.
P. J. O. CHAUVEAU,
S. E. L. C.

Toronto, 5th May, 1857.

Montréal, 28 mai 1857.

L'honorable Secrétaire Provincial,
Toronto.

MONSIEUR,—J'ai l'honneur de vous prier de vouloir bien soumettre à la considération de Son Excellence le Gouverneur Général, le plus promptement qu'il vous sera possible, la demande que j'ai eu l'honneur de vous transmettre de la part du Dr. Ryerson et de la mienne pour une augmentation de salaire, dont vous avez accusé réception.

En ce qui me concerne personnellement, il m'importe beaucoup de connaître le plus promptement possible la décision du Gouvernement au sujet d'une demande que je crois juste et qui ne m'a été suggéré que par une absolue nécessité.

J'ai &c.

(Signé,)

P. J. O. CHAUVEAU.

SECRETARIAT PROVINCIAL,

Toronto, le 26 mars 1858.

MONSIEUR,—J'ai l'honneur de vous informer, en réponse à la requête que vous avez présentée conjointement avec M. le révérend Dr. Ryerson, qu'il a plu à Son Excellence le Gouverneur Général en Conseil, d'élever votre salaire à la somme de \$4,000 par année, chacun à compter du 1er Janvier, 1857.

J'ai &c.

(Signé,)

T. J. J. LORANGER, Secrétaire.

BUREAU DE L'ÉDUCATION,
Montréal, 30 mars 1858.

L'honorable Secrétaire Provincial,
Toronto.

MONSIEUR,—J'ai l'honneur d'accuser réception de votre lettre par laquelle vous m'informez que sur le demande que j'avais faite, conjointement avec le Dr. Ryerson, les salaires des surintendants de l'éducation ont été élevés à \$4000 (quatre mille piastres) par année pour chacune d'eux, à compter du 1er de Janvier 1857.

Veillez exprimer à Son Excellence le Gouverneur Général, et à vos collègues dans le gouvernement, toute ma reconnaissance, et toute la satisfaction que j'éprouve, non seulement en a qui peut m'être personnel, mais encore au point de vue de la sollicitude que l'administration témoigne par là pour l'instruction publique. Je m'efforcerai de me rendre plus digne de cette bienveillance du gouvernement, en continuant de remplir avec tout le zèle possible les fonctions importantes qui me sont confiées.

J'ai, etc.

(Signé,) P. J. O. CHAUVEAU, S. E. B. C.

SECRETARY'S OFFICE,
Toronto, 29th March, 1858.

REVEREND SIR,—I have the honor to inform you that His Excellency the Governor General has had under his consideration, in Council, the Petition signed by you and the Chief Superintendent of Schools for Lower Canada, praying for an increase to your respective salaries, and that His Excellency in Council has been pleased to direct that your respective salaries be increased by one thousand dollars per annum, such increase to take effect from the beginning of the last fiscal year. A warrant for the arrears of salary now due you will be handed to you or your agent at the office of the Receiver General.

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

E. A. MEREDITH,
Assist. Secy.

The Reverend
Dr. Egerton Ryerson,
Chief Supt. of Education for Upper Canada.

SECRETARY'S OFFICE,
Toronto, 8th September, 1857.

REVEREND SIR,—I have the honor to inform you that His Excellency the Administrator of the Government has had under his consideration in Council, your letter of the 27th December last, praying that such compensation and allowance may be granted you, as the sums of money paid by you in the service of the public, (since your appointment as Chief Superintendent of Education in Upper Canada,) or of which you have been, as you allege, unjustly deprived, coupled with the augmented duties and responsibilities of your office, and the unprecedented dearth of living, may entitle you.

2. From the explanatory statements contained in your letter, it would appear that in October, 1854, you left Upper Canada, and devoted fourteen months to inquiries and investigations in Europe and the United States, with a view of establishing a system of public instruction in Upper Canada, that, in Dec., 1845, you returned to this country, that your tour, including the documents, &c., which you procured, cost you a little more than £800 currency.

3. You further state that you paid the Rev. Dr. MacNab, for the performance of your routine duties in Victoria College, during your absence on the said tour, the sum of £220.

4. You urge, however, that you accepted your present office on the express understanding that your salary should be £500 per annum, but that, from April, 1846, to July, 1850, a period of four years, you were paid at the rate of only £420 per annum, or £80 per annum less than the sum claimed by you, making a deficiency for the whole period of £340.

5. You further represent that for six months after the removal of the Education Office to Toronto, in July, 1846, you provided, in your own house, rooms for the office, &c., and for the meetings of the Board of Education, together with attendance at your own expense, and for which you have never received any compensation.

6. And lastly, you represent that since 1851, payment of all school monies was transferred to you from other departments, and that thus, over and above what was required of you by the School Act of 1850, you have paid out upwards of £200,000, for which extra responsibility and duty you have not received any compensation, while such has been the increased dearness of living, that £1000 is scarcely worth as much now as £500 in 1850.

7. As regards the expenses directly or incidentally growing out of your tour, adverted to in the foregoing paragraphs, (2 and 3,) His Excellency is of opinion that you cannot reasonably expect to be reimbursed those expenses, as you admit that the salary of your office was fixed with the express understanding that you should devote the first year to preliminary investigation.

The new system for which your valuable services were chiefly required, was not legally introduced until the passing of the statute 9 Vict., cap. 20.

8. The sum of £340, however, referred to in paragraph No. 4, His Excellency in Council has been pleased to order to be paid to you.

9. His Excellency in Council has further been pleased to direct that £50 be paid you as rental for the office provided by you for the Board of Education, referred to in paragraph No. 5.

I have, &c.

E. A. MEREDITH, Assist. Secy.

The Rev. Dr. Egerton Ryerson,
Chief Superintendent of Education,
Toronto.

system for which your valuable services were chiefly required, was not legally introduced until the passing of the Statute 9th Vic., chapter 20."

By referring to my letter in question, it will be seen that my salary was not fixed with a view to my tour of preliminary investigation, any more than with a view to my labors at home; but that I accepted office with the understanding that I should first apply myself as expressed in my letter of appointment, to "devising such measures as may be necessary to establish an efficient system of Instruction." In making my tour for that purpose I have no hesitation in repeating, that although my salary was fixed independently of it, I did intend to accomplish it without any expense to the Government, and for ten years I asked no reimbursement of my expenses during that year of anxious and ceaseless labour. Nor should I have even applied for any, but for the circumstances alluded to in my letter, in connection with the important results to the country at large, of my tour of investigation.

Then with regard to the remark that "the new system for which my services were chiefly required, was not legally introduced until the passing of the Statute 9 Vic., chapter 20," it appears to have altogether escaped the attention of the Administrator of the Government that the new system was the first-fruit of those investigations, that in February 1846, after I returned from Europe, I submitted a Report detailing the results of my investigations, and recommending the new system, which having been approved by the Government, I was directed to prepare a draft of Bill, in order to legally introduce it; and that the draft thus prepared and submitted by me in March 1846 was passed, and became in June 1846, the Statute 9th Vic., ch. 20. I was not, therefore, appointed to administer a new system prepared to my hand, and therefore not entitled to a salary until its introduction; but I was appointed to administer the old system as it then existed, and authorized to devise a better system,—in order to do which I made the tour of investigation in question. I submit therefore upon every ground of consistency and equity, I was as much entitled to my salary and expenses, while I was employing my every moment, and putting forth all the strength and energy I possessed, in constructing and introducing the new system, as in administering it after it was introduced.

I beg to submit furthermore for the consideration of His Excellency in Council that in the tour of preliminary investigations in question, I pursued a course which has been sanctioned by the example of the most enlightened Governments of other countries in regard both to systems and institutions of public instruction. The present system of discipline in our Lunatic Asylum, Penitentiary and Gaols, is the result of information obtained by successive Commissions of Inquiry in neighbouring countries, appointed and paid for by our Government. The Trustees of Gerard College, in Philadelphia, in order to inaugurate the best system of Education in that Institution authorized the first President (Dr. A. D. Bache,) with the aid of a Secretary, to prosecute preliminary investigations in Europe,—where he employed upwards of two years, (from September, 1836, to October 1838,) in visiting and investigating the systems of instruction and discipline pursued in Colleges and Schools in Great Britain, France, and Germany,—the results of which Dr. Bache embodied in a most valuable Report. Preliminary to the establishment of the great System of Public instruction in France, in 1833, by Mr. Guizot, M. Cousin was appointed to make a tour of investigation into the system of instruction established in Holland, Saxony, and Prussia. Sir J. Kay Shuttleworth, when Secretary of the Privy Council Committee of Education, was authorized to make several tours of investigation in France, Holland, Germany, and Switzerland, while devising and establishing the system of Normal Schools in England. Both the French and English Governments appointed Commissioners of competent persons to visit Germany, with the view of ascertaining and introducing into France and England the best system of Vocal Music for the people at large. The French Com-

missioners adopted the Wilhelm system, which was adopted years afterwards by the English Commissioners, and which has been Anglicised by Hullah, and which I have succeeded in introducing into Canada. By referring to my "Report on a system of Public Elementary Instruction for Upper Canada," prepared early in 1846, after my return from Europe, it will be seen that I applied myself during my tour of investigation to all these subjects, as well as to others embraced in a complete system of Public instruction, and gave the results of all previous enquiries as well as my own, respecting them, and on the foundation thus laid, and according to the system thus explained and recommended has our school law been framed, and have our school operations been conducted during the last twelve years.

I respectfully submit then to the consideration of His Excellency in Council, whether investigations which have been sanctioned and liberally paid for by the most enlightened Governments, should be ignored when made by me, and when the results of my investigations in the present system of Public Instruction in Upper Canada will compare favorably with the results of similar investigations in any of the countries above named.

I humbly trust, therefore, that after the explanations thus given, and upon the grounds stated, His Excellency in Council will give the same favorable consideration to my claims in respect to the expenses of my tour of preliminary investigations as has been given to what I took the liberty to submit in respect to arrears of salary, and for granting which I beg to repeat the expression of sincere thanks.

I have, &c.

E. RYERSON.

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

SECRETARY'S OFFICE,
23rd September, 1858.

REVEREND SIR,—I have the honor to inform you that His Excellency the Governor General has had under his consideration in Council, your letter of the 7th January last, in reply to mine of the 8th September, 1857, on the subject of certain claims against the Government set forth in your communication of the 27th December, 1856.

Pending the decision of the Government in regard to your claim, His Excellency in Council has been pleased to order that a sum of £600 (\$2,400) be advanced to you, to be applied in liquidation of your claims, should the same be admitted in whole or in part, and if they be disallowed, the said sum of £600 to be charged against your salary.

I have, &c.

E. A. MEREDITH,
Assistant Secretary.

The Rev. Dr. Ryerson,
&c. &c. &c.

COPY of a Report of a Committee of the Honorable the Executive Council, dated 20th January, 1859, approved by His Excellency the Governor General in Council on the 27th January, 1859.

On the application of the Rev. Dr. Ryerson, Superintendent of Education (U. C.), dated 27th December, 1856, and 7th January, 1858, to be indemnified for expenses incurred in his preliminary tour in Europe to collect the information upon

which the present School system of Western Canada has been established—such expenses amounting to £800, and for a further sum of £220 paid by him to the Rev. Dr. MacNab for the performance of the duties of Assistant Superintendent of Education during fifteen months' absence of Dr. Ryerson.

The Hon. the Inspector General reports that he finds the appointment of Dr. Ryerson was made by letter from the Provincial Secretary, dated 20th September, 1844—the salary attached to the office being then by statute fixed at £375 per annum; that on the 2nd October, 1844, Dr. Ryerson stated his desire to be permitted to examine personally the School systems of Great Britain, Belgium and Prussia—proposing that such service should be rendered without any increase of expense to the Province; and that on the 11th October, permission was so granted, with leave of absence for twelve months.

That by the letter of the 2nd October, Dr. Ryerson requested that the Rev. Dr. MacNab might be appointed by His Excellency to perform the duties of Assistant Superintendent, which was done by letter from the Provincial Secretary of 11th October; that, with reference, therefore, to the claim of Dr. Ryerson for indemnity for the amount paid by him to Dr. MacNab for the services so rendered—£220 for fifteen months—it appears to him that as the appointment of Dr. MacNab was unquestionably made with the sanction of the Government, and as that gentleman could not be supposed to be willing to discharge the duties of Assistant Superintendent gratuitously, his remuneration was properly a charge upon the Province, otherwise the Province would have been receiving the services of two gentlemen, Dr. Ryerson and Dr. MacNab, for one salary, which certainly could not have been contemplated as covered by the terms of Dr. Ryerson's letter, as in that view that gentleman must have been understood as giving his whole time and incurring the charges for a long and expensive tour for £200 per annum; that it appears the rate of remuneration allowed Dr. MacNab was extremely reasonable—about £175 per annum—and he therefore recommends that this part of Dr. Ryerson's claim be admitted.

That in considering Dr. Ryerson's claim for the expenses of his European tour, that gentleman urges three points.

First—the extensive and valuable character of the information obtained; Secondly—the practice of other Governments; and lastly, the fact of his never having been indemnified for the risk and labor attendant upon the disbursement of large amounts of School moneys between 1851 and 1855, not contemplated at his appointment or comprised in the ordinary duties of his office.

That he is of opinion that by the terms of Dr. Ryerson's letter of 2nd October, 1844, he cannot, as a matter of right, plead either of the two first points, and that the last ground of claim has clearly no connection with the subject; That in equity, however it appears to him, the Inspector General, that this Province ought not to urge against Dr. Ryerson the literal terms of his letter of 2nd October, but should construe them in the only sense in which that letter could have been written; That the intention of Dr. Ryerson plainly was that he would devote the salary attached to his office of Assistant Superintendent for one year to the acquisition of that knowledge which he felt to be necessary to the proper discharge of the very important duty of organizing the system of instruction for a new and rapidly growing country; That it could not possibly have been intended by that gentleman, or expected by the Government, that he should absolutely devote not merely his whole time and energy, but also his private individual means to the mission he proposed to himself; That had the expenses of the mission fallen within £375 currency per annum, it appears to him that the expense would properly and in accordance with his own intentions, have fallen upon Dr. Ryerson, but that inasmuch as the expense amounted to £800, it is his, the

Inspector General's opinion, that equitable considerations require the Government to look beyond the terms employed in the letter of the 2nd October, and to consider whether the excessive cost of the mission was needlessly incurred by Dr. Ryerson without benefit to the Province, or whether it was not, in fact, in its results of the highest value and has been manyfold repaid in the information then obtained on the continent of Europe, and which has been so woven into the school system of Western Canada as to make it most acceptable and useful to the whole population.

The Inspector General states that, in his opinion, the cost of Dr. Ryerson's mission, considering the extent and varied motive of it as set forth in his report of February, 1846, was reasonable and warranted under the circumstances, and recommends that the difference between the salary received by Dr. Ryerson from 1st November, 1844, to 1st December, 1845, at £375 per annum, to wit, £406 5s., be deducted from the said claim for the expense of the mission, £800; and the balance of £393 15s., be allowed as being due on grounds of strict equity.

The Inspector General further reports that he has given his best consideration to the circumstances stated by Dr. Ryerson in connection with the additional duty discharged by him in the disbursements of large sums of money which he was not legally required to assume between the period of 1851 and 1855, at which time the salary attached to the office he held was £500 per annum.

That in viewing this claim, regard should, in his opinion, be had to the fact of the large deduction which he has felt it his duty to recommend from the claim from the mission to Europe, and that he feels Dr. Ryerson should, in equity, receive indemnity for extra service in this case, when in point of fact he has been required to devote an entire year to the public without any compensation whatever: he therefore recommends for such extra service and consequent risk, at the rate of £75 per annum, or £300 in all for the period stated.

The committee concur in the views and recommendations of the Honorable Inspector General, and submit the same for Your Excellency's approval.

(Certified,)

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

SECRETARY'S OFFICE,
29th January, 1859.

SIR,—Adverting to the letter addressed to you from this office on the 23rd September last, I have the honor to inform you that His Excellency the Governor General has had under his consideration in Council your letters dated respectively, the 27th Dec., 1856, and 7th January, 1858.

2. In your communication above referred to you, you urge your claim to be indemnified by the Government for certain expenses, amounting to £800, incurred by you in your preliminary tour in Europe to collect the information upon which the present School System of Upper Canada has been established, and for a further sum of £220 paid by you to the Rev. Dr. MacNab for the performance of your duties as Assistant Superintendent of Education during your absence of fifteen months from Canada.

3. His Excellency in Council has been pleased, after a careful re-consideration of the whole case, to admit your claim for the amount paid by you to the Rev. Dr. MacNab.

4. In reference to your claim to be indemnified for the expense attending your tour in Europe, His Excellency in Council has been pleased to allow you on equitable considerations the sum £393 15s., being the difference between the amount of those expenses and the amount of salary received by you from the 1st of Nov., 1844, to 1st Dec., 1845, at £375 per annum.

5. In consideration, however, of the additional duty (which you were not legally required to assume) discharged by you in the disbursement of large sums of money between 1851 and 1855, when your salary was fixed at £500 per annum, His Excellency in Council has been pleased to allow you for the extra services so rendered, and consequent risk incurred, at the rate of £75 per annum, or £300 in all for the period stated.

I have, &c.

E. A. MEREDITH.

The Rev. Dr. Egerton Ryerson.

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

RETURN

TO AN ADDRESS from the Legislative Assembly to His Excellency the Governor General, dated the 23rd ultimo; praying His Excellency to cause to be laid before the House "a detailed statement of the balances at the debit of Collectors of Licenses on 31st December, 1858, showing the dates when said balances accrued."

By Command,

C. ALLEYN,

Secretary.

Secretary's Office,
Toronto, 4th April, 1859.

AMOUNTS outstanding and due by Revenue Inspectors and Municipal Officers at the undermentioned Counties and Districts, up to 28th February, 1859.

Names.	Counties and Districts.	Dates.	Amounts.	Remarks.
F. Murphy	Dunham	1858	\$ 4 80	Due by Municipal Officer.
W. G. Hall	Essex	"	1259 54	\$500 was deposited in March, but not stated whether on ac't of this sum, or of 1859.
A. Thibodo	Frontenac, Lennox and Addington	1858	1523 00	Due by Jas. Morton, Distiller.
P. Paterson	Hastings	1853, 4, 5 & 6	1710 53	In the hands of the Attorney General.
H. McCarthy	Do	1856	20 00	
James Kinnear	Haldimand	1858	19 20	Due by Rev. In. & M ^o Officer.
	Oxford	"	57 36	Due by Municipal Officer.
E. P. Ryerse	Norfolk	1856	1 98	
A. Hubbs	Prince Edward	1855 & 6	62 58	
Egerton Perry	Peterboro' and Victoria	1854, 5 & 6	150 92	
Estate of J. Moberly	Simcoe	1848	921 00	
St. G. B. Crozier	Wentworth and Halton	1856 & 7	2064 56	In the hands of the Attorney General.
Peter Morgan	York and Peel	1855, 6 & 7	635 38	In the hands of the Attorney General.
Late D. S. Stewart	Montreal, 1st Division	1854	2505 08	In the hands of the Attorney General.
Robert Bellmare	Do	1856, 7 & 8	971 55	Reported to Commissioner of Customs 16th Ap'l, 1858, & 5th March, 1859.
M. Ryan	Do 2nd Division	1850	57 72	Claimed as arrears of salary.
P. Darnford	Do	1856, 7 & 8	1252 36	Claimed as arrears of salary.
D. S. Marquis	Kamouraska	1853	101 10	
F. De Guise	Do	1855, 7 & 8	89 40	
J. M. Lemoine	Quebec	1854, 5 & 6	6 11	
E. Clark	St. Francis	"	1 00	
C. Symes	Ottawa	"	2 02	
Louis Taché	St. Hyacinthe	1858	8 30	
L. S. Loranger	Terrebonne	"	40 00	Still License not credited in account.
			\$13465 48	

W. WM. DICKINSON,
Act'g D. I. G.

Inspector General's Office,
Toronto, 26th March, 1859.

AMOUNTS at the Debit of Collectors of Customs up to the 28th February, 1859.

Names.	Ports.	Dates.	Amounts.	Remarks.
T. Caldwell.....	Amherstburgh.....	1844	\$ 180 38	Disputed.
G. J. Reade.....	Burwell.....	1857	37 50	Dead. Reported to the Attorney General West, March, 1858.
C. Stewart.....	Clarenceville.....	1856	4 10	Balance of account, 1856.
H. S. Lee.....	Clifton.....	1854 and 1855	538 00	Reported and in the hands of the Commissioners of Customs for action thereon.
G. McMicken.....	do.....	1857	2,276 77	Reported to the Attorney General West, 25th October, 1858.
G. C. Wood.....	Cornwall.....	1846	297 42	
H. Forbes.....	Dover.....	1846	22 02	
R. K. Bullock.....	Dickenson's Landing.....	1854	2 53	
R. Taylor.....	Freightsburgh.....	1846	28 32	
A. Kemp.....	do.....	1858	21 11	
J. C. Belleau.....	Gaspé.....	1855	376 00	Cash, stolen from Office. Submitted to Council 11th Sep., 1855.
Late John Chisholm.....	Hamilton.....	1842	9,911 50	Judgment obtained for a portion of this amount from his sureties.
Officers.....	do.....	1858	2,146 23	Overdrawn on salaries. Reported to Commissioner of Customs for action thereon.
J. H. McVey.....	Georgeville.....	1858	169 60	Balance of account, 1858. Reported to Commissioner of Customs for action thereon.
Jno. Macauley.....	Kingston.....	1846	84 65	
E. Hackett.....	Lacolle.....	1846	413 40	Dead.
H. S. Lee.....	London.....	1854 and 1855	811 95	Reported and in the hands of the Commissioner of Customs for action thereon.
A. Macdonell.....	Morrisburgh.....	1850	0 88	
R. Bullock.....	Newcastle.....	1852 and 1853	803 33	Reported to the Attorney General West, 18th August, 1858.
L. Fitzgerald.....	do.....	1853	198 27	
W. Ritchie.....	do.....	1854	24 00	
Jac. Simpson.....	Niagara.....	1857	395 53	Reported to the Attorney General West, 25th October, 1858.

W. Burke.....	Fiction.....	1846	1 27	Bank Agency on Drafts. Bank of Upper Canada to refund.
J. P. Roblin.....	do.....	1857 and 1858	34 02	
F. J. Parker.....	Poton.....	1858	20 67	Dead. Mail robbed 6th November, 1855. Submitted to the Post Master General, 12th December, 1855.
G. J. Reade.....	Rowan.....	1855	369 00	
William Robinson.....	Rivière aux Raisins.....	1854	0 84	
William Keith.....	Saugeen.....	1858	7 60	Reported to the Attorney General West, 30th August, 1858.
Thos. Forsyth.....	Sazania.....	1858	564 76	Reported to the Attorney General West, 20th September, and 10th November, 1858.
James Orr.....	Stratford.....	1857 and 1858	769 18	
James Cowan.....	do.....	1858	89 48	
William Watson.....	do.....	1858	17 17	Balance of account, 1858.
J. F. Elliot.....	Windsor.....	1844	196 12	
			\$ 20,804 60	

W. WM. DICKINSON,
Acting Deputy Inspector General.

Inspector General's Office,
Toronto, 26th March, 1859.

TORONTO:

PRINTED BY JOHN LOVELL, YONGE STREET.

ESTIMATE

OF

CERTAIN EXPENSES OF THE CIVIL GOVERNMENT

OF THE

PROVINCE OF CANADA,

For the Year 1859, for which a Supply is required.

SERVICE.	Amount.		Amount.	
	\$	cts.	\$	cts.
<i>Adjutant General of Militia Department.</i>				
Salary of six Clerks, \$1,600, \$1,100; three at \$1,000; one at \$750; one Messenger at \$500.....	6950	00		
do of two Inspecting Field Officers of Volunteer Militia, Upper and Lower Canada, for 1859, at \$1,600 each....	3200	00		
do of the Provincial Aid-de-Camp, for do	1600	00		
do Eight Store Keepers of Armories, at \$300 each, for do	2400	00		
do Nineteen Assistant Adjutant Generals, at \$120 each, for do	2280	00		
Contingent expenses for Postages, Stationery, Printing, Repairs of Accoutrements, Transport of Arms, Travelling Expenses of Inspecting Field Officers, and all other incidental expenses attending the Active Force, for the year ended 31st December, 1859	8000	00		
Care of Arms, Rent of Armories, Gun Sheds and Magazines, and pay of Storemen and Caretakers of Armories of the Active Force	5000	00		
Fuel for established Armories and Harness Rooms throughout the Province during the winter	800	00		
			80280	00
<i>Legislative Council.</i>				
Salary of the Speaker	3200	00		
do of the Clerk	2000	00		
do of the Assistant Clerk and French Translator	1600	00		
do of the Law Clerk	1000	00		
do of the Chaplain and Librarian	800	00		
do of the Gentleman Usher of the Black Rod	400	00		
do of the Sergeant-at-Arms	400	00		
<i>Carried over.</i>	9400	00	80280	00

S E R V I C E .	Amount.		Amount.	
	\$	cts.	\$	cts.
<i>Legislative Council.—(Continued.)</i>				
<i>Brought over</i>	9400	00	30280	00
Salary of the Head Messenger.....	400	00		
do of the Door-keeper.....	240	00		
do of three Messengers for the Session, at \$180 each.....	540	00		
Contingent Expenses.....	25000	00		
Indemnity to the Members for their attendance, at \$ per diem, including travelling at 10 cts. per mile, for the distance between the place of residence of such Member and the place at which the Session is held.....	30000	00	65580	00
<i>Legislative Assembly.</i>				
Salary of the Speaker.....	3200	00		
do of the Clerk.....	2000	00		
do of the Assistant Clerk.....	1600	00		
do of the Law Clerk and English Translator.....	2000	00		
do of the Clerk of the Crown in Chancery.....	600	00		
Contingencies of do do.....	400	00		
Salary of the Serjeant-at-arms.....	400	00		
Contingent Expenses (exclusive of indemnity to Members)....	200000	00	210200	00
Salaries and portions of salaries of Deputies, Clerks and Messengers in the Public Departments, not paid out of the Civil List.....			70000	00
<i>Pensions to Officers and Servants of the late Legislative Bodies of Upper and Lower Canada.</i>				
William Ginger, as late Serjeant-at-arms to the Legislative Council, Lower Canada.....	266	66		
Samuel Waller, as Clerk of Committees to do.....	400	00		
John Bright, as Messenger of Legislative Council of.....	80	00		
Louis Gagné, do do Legislative Assembly, Lower Canada.....	72	00	818	66
<i>Other Pensions.</i>				
Jacques Brien, for wounds received in the Public Service....	80	00		
Pierre Bouchard for wounds received in the Public Service...	100	00		
Mrs. Widow Antrobus.....	800	00		
Widow McCormick.....	400	00		
G. B. Faribault, as late Assistant Clerk of the Legislative Assembly.....	1600	00	2980	00
<i>Hospitals and other Charities.</i>				
Aid to the Toronto Hospital.....	8000	00		
do do do for (County Patients).....	6000	00		
do Indigent sick at Quebec,				
do do Montreal, two at \$4,000.....	8000	00		
do Corporation of General Hospital at Montreal.....	5000	00		
do Emigrant and Marine Hospital, Quebec,				
do Kingston General Hospital, two at \$6,000.....	12000	00		
do Hamilton Hospital.....	3200	00		
do Relief of Indigent Sick at Kingston.....	3000	00		
<i>Carried forward</i>	45200	00	379808	66

S E R V I C E .	Amount.		Amount.		
	\$	cts.	\$	cts.	
<i>Hospitals and other Charities.—(Continued.)</i>					
<i>Brought forward.....</i>					
	45200	00	379808	66	
Aid to Indigent Sick at Three Rivers,	}	5600	00		
do Toronto House of Industry, two at \$2,800		2000	00		
do St. Patrick Hospital, Montreal,		2800	00		
do Les Sœurs de la Providence, at Montreal,		2000	00		
do London Hospital, two at \$1,400					
do to General Hospital des Sœurs de la Charité, at Montreal,					
do Kingston Hôtel-Dieu Hospital, two at \$1,000					
do Protestant Orphans' Home, and Female Aid Society, at Toronto,					
do Roman Catholic Orphan Asylum, at Toronto,					
do Kingston Orphan Asylum,					
do Hamilton Orphan Asylum,	6400	00			
do do Roman Catholic do,					
do Protestant Hospital at Bytown,					
do Roman Catholic do,					
do Montreal St. Patrick's Roman Catholic Orphan Asylum, eight at \$300					
do Montreal Protestant Orphan Asylum,					
do Montreal House of Refuge,					
do University Lying-in-Hospital at Montreal,	}	4800	00		
do do under the care of Sœurs de la Miséricorde,					
do Lying-in Hospital at Toronto,					
do to Asylum of the Good Shepherd, at Quebec,					
do Hospice de la Maternité, at Quebec,					
do Deaf and Dumb Institution, Montreal, eight at \$600.....					
do to Ladies Benevolent Society, Montreal, for Widows and Orphans,					
do Roman Catholic Orphan Asylum, Quebec,					
do Male Orphan Asylum, Quebec,					
do Charitable Association of the Ladies of the Roman Catholic Asylum, at Montreal,		3600	00		
do Managers Protestant Female Orphan Asylum, Quebec,					
do Eye and Ear Institution, Montreal,					
do Montreal Dispensary,					
do Montreal Home and School of Industry,					
do Public Nursery for Children of the Poor, nine, at \$400 ..					
do Canada Military Asylum for Widows and Orphans, Quebec	200	00			
do towards supports of Lunatic Asylum, at Toronto,	}	120000	00		
do do do temporary do at Beauport, near Quebec					
			192600	00	
<i>Various Public Institutions.</i>					
Aid to the Medical Faculty, McGill College,	}				
do School of Medicine, Montreal,		5000	00		
do do, Kingston,					
do Victoria College, Toronto,					
do Canadian Institute, at Toronto, five at \$1,000					
do do City of Ottawa,		800	00		
do Athenæum Ottawa, two at \$400		700	00		
Mechanic's Institutes for 1858, five at \$140				6500	00
				578908	66
<i>Carried over</i>					

S E R V I C E .	Amount.		Amount.	
	\$	cts.	\$	cts.
<i>Brought over</i>			578908	66
<i>Contingent Expenses of the Administration of Justice.</i>				
In Upper and Lower Canada, not otherwise provided for	150000	00		
For support of Provincial Penitentiary at Kingston.....	55000	00		
do Reformatory Prisons.....	15000	00		
Additional Salary to John Black, Clerk in Registrar's Office, Court of Chancery	800	00		
do do William Stanley, do Master's Office do	800	00		
Salary of a Clerk of Process, Court of Queen's Bench and Common Pleas, U. C.....	1400	00		
do of an Extra Clerk, Attorney General's, West Office....	400	00		
do Clerk in the Office of the Clerk of the Crown and Pleas, U.C.....	600	00		
do Clerk of Assize, Toronto.....	1200	00		
Additional Salary to Permanent Clerk, Crown Land Depart- ment.....	560	00		
do do to Judge Vice Admiralty Court, Quebec.....	1111	14	225871	14
<i>Miscellaneous Items.</i>				
Allowance to Keepers of Depots of Provisions on the River St. Lawrence for the relief of Shipwrecked persons	800	00		
For providing Provisions for such Depots	1400	00		
Allowance to Pierre Brochu for residing on Kempt Road to as- sist Travellers thereon, do Jonathan Noble for the same purpose, do to a resident at the foot of Metapedia for do, do to do at Assametquagan, for do, four at \$100..	400	00		
For the Expense of Printing and Binding the Laws.....	24000	00		
For other Printing and Subscription to, and Advertizing in the Official Gazette	10000	00		
For Expense of distributing the Laws	3400	00		
Proportion of the Expenses of keeping up Light Houses on the Isles of St. Paul and Scatterie, in the Gulf.....	3000	00		
To meet unforeseen Expenses in the various Branches of the Public Service	6000	00		
To defray the Expenses of the Quebec Observatory.....	2400	00		
do do do of the Toronto do	4800	00		
New Indian Annuities ..	4400	00		
Expenses of Protecting the Fisheries in the Gulf.....	7800	00		
One year rent of the Protestant Burial Ground in St. John Suburb, Quebec..	93	00		
Aid to the Board of Agriculture, Lower Canada	4000	00		
Aid to Parliamentary grant, under Act 14 & 15 Vic. cap. 106, to Indians, Lower Canada	400	00		
Compensation to Pensioners in lieu of land	12410	00		
Aid towards Emigration Expenses for the present year.....	12000	00		
Amount required to meet the deficiency of Expenses of Water Police, Quebec, for the present year.....	8000	00		
For the Expenses of the River Police, Montreal, for 1859, \$9,000; of which to be borne by the Harbour Commis- sioners, \$3,700. Balance required.....	5300	00		
For Tug Service between Montreal and Kingston.....	24000	00		
<i>Carried forward</i>	\$	129608	00	804779
				80

S E R V I C E .	Amount.		Amount.	
<i>Miscellaneous Items.—(Continued.)</i>				
	\$	cts.	\$	cts.
<i>Brought forward</i>	129603	00	804779	80
For Tug service below Quebec	54000	00		
Aid to Louis Vincent, an Infirm Indian Schoolmaster, Huron Tribe	100	00		
do to Board of Arts and Manufacture, for Upper and Lower Canada \$500 each	1000	00		
For the Pay and Contingencies of the Montreal Police for December, 1858	1094	77		
For Expenses of Red River Expedition for 1858	8000	00		
For Ocean Freight and Insurance on Specie for New Coinage ..	5784	78		
			199582	50
<i>Education.</i>				
Aid towards Superior Education Income Fund, Lower Canada.	20000	00		
do do do do Upper Canada.	20000	00		
			40000	00
Distributed as follows: in 1858, \$ cts.				
Aid to Upper Canada College	4444	42		
do Victoria College	3000	00		
do Queen's College	3000	00		
do Regiopolis College, Kingston	3000	00		
do Grammar School Fund, U.C.	2355	58		
do St. Michael's College, Toronto	2000	00		
do Bytown College	1400	00		
do Belleville Methodist College	800	00		
	\$20000.00			
Additional sum for Common Schools, Upper and Lower Canada.			160000	00
[\$4,000 of which out of the Lower Canada share for Normal Schools.]				
Total for 1859		\$	1204812	80
To make good various Incidental Expenses of the Civil Government, incurred during the year 1858, as detailed in Statement No. 59 of the Public Accounts, laid before the Legislature			466106	00
Total		\$	1670418	80

GENERAL

Of the probable Amount of the PUBLIC EXPENDITURE;
CANADA, for

PAYMENTS.	Actual Ex- penditure in 1858.		Estimate for 1859.	
	\$	cts.	\$	cts.
Interest on Public Debt	3030899	25	3050000	00
Charges of management	58738	70	50000	00
Sinking Fund	484880	80	270000	00
Discount	30942	85		
Exchange	10812	72		
Civil Government	394735	51	350000	00
Administration of Justice—East	360883	56	320000	00
do do West	247475	68	245000	00
Police	41931	01	25000	00
Provincial Penitentiary and Reformatory Prisons	61600	00	75000	00
Legislation	684442	27	385000	00
Education—East	304734	42	225000	00
do West	224630	79	225000	00
Literary and Scientific Institutions	33360	98	15000	00
Hospitals and Charities	194988	65	200000	00
Geological Survey	19566	66	18000	00
Militia and Enrolled Force	162351	54	75000	00
Arts, Agriculture and Statistics	24616	36	10000	00
Agricultural Societies	111032	32	60000	00
Emigration and Quarantine	49982	67	25000	00
Pensions	45339	64	45000	00
Indian Annuities	31020	00	31000	00
Public Works and Buildings (exclusive of Permanent Works)	187030	58	150000	00
Rents, Repairs, &c., do	38305	51	40000	00
Roads and Bridges, (exclusive of Trust Funds)	94859	73	50000	00
Ocean and River Steam Service	217555	10	250000	00
Light Houses and Coast Service	116615	71	110000	00
Fisheries	15628	76	15000	00
Culling Timber	50198	13	50000	00
Railway and Steamboat Inspection	14778	66	8000	00
Advances	163345	33		
Miscellaneous	57728	53	55000	00
Collection of Revenue—				
Customs	341863	37	300000	00
Excise	16290	00	25000	00
Post Office	565636	37	350000	00
Public Works, collection	270572	18	230000	00
Territorial (including Ordnance lands) do	221316	95	150000	00
Fines and Forfeitures	11887	65	12000	00
Casual	33	00		
Special Funds (excluding Trusts)	2401	59	3000	00
Total	\$ 8943013	53	7497000	00

ESTIMATE

and, also, of the GROSS REVENUE of the PROVINCE of
the Year 1859.

RECEIPTS.	Actual Receipts in 1858.		Estimate for 1859.	
	\$	cts.	\$	cts.
<i>Ordinary Revenues.</i>				
Customs	3368157	76	5200000	00
Excise	138760	22	200000	00
Post Office	295395	76	350000	00
Public Works	400727	15	450000	00
Territorial	415372	68	400000	00
Casual	12856	08	15000	00
Quebec Fire Loan	729	76		
Interest on Investments	46599	21	46000	00
Sinking Fund interest and gain on investments	142880	80	120000	00
Bank Imposts	45208	41	75000	00
Law Fees 22 Vic. cc. 63 & 64	42176	22	42000	00
Fines and Forfeitures	20845	54	21000	00
Premium	289568	75		
<i>Special Revenues.</i>				
Law Fees, U.C. 8 Vic. cap. 13	35618	24	35000	00
Law Fees, L.C. 13 Vic. cap. 37	59710	58	60000	00
Tonnage Duties, Quebec and Montreal (Mariners' Fund)	8360	40	8000	00
Passengers' duty	11418	77	10000	00
Tonnage duties, Quebec, (River Police)	8514	40	9000	00
Cullers' Funds	49338	18	50000	00
Steamboat Inspection	5293	26	6000	00
<i>Guaranteed and Advance Accounts.</i>				
Municipal Loan Fund; U.C.	140198	29	200000	00
do do, L.C.	11734	27	150000	00
Law Society, U.C.	10191	09	10000	00
Court Houses, Lower Canada	25135	05	25000	00
Upper Canada Building Fund	12138	00	12000	00
Quebec Fire Loan	72	01		
Repayment of advances			70000	00
Great Western Railroad interest	227088	40	170000	00
Total	\$ 5774039	23	7784000	00

**SUPPLEMENTARY ESTIMATES,
PUBLIC WORKS DEPARTMENT,
FOR THE YEAR 1859.**

MISCELLANEOUS PUBLIC WORKS.	Amount.	
	\$	cts.
1.—Welland Canal, towards continuation of contract for deepening and widening Canal above Allanburgh, to suit Lake Erie level	28500	00
2.—St. Lawrence Canals, constructing Head Gates to supply water power at Cornwall Canal, building Pier at Lock No. 4, Lachine Canal, to facilitate entrance to Lock	7200	00
3.—Ottawa River Navigation, towards erecting Lights, near Green Shoals, Point Valois and Point Clair	4000	00
4.—do do lumbering works, towards improvements at High Falls, Madawaska River, works on South Branch of Petawawa River	10748	00
5.—Towards the construction of three Iron Vessels, for floating lights on Lake St. Louis, to replace decayed wooden ones	8400	00
6.—Light Houses, towards purchasing a House and Lot at Presqu'Isle, building dwelling Houses on Nicholson's and Burnt Islands	1150	00
7.—Saguenay Lumbering Works, completion of slide and other works	8275	00
8.—Metapedia Road (North and South,) towards continuation of works	4000	00
9.—Gaspé and St. Lawrence Road—from North side of Gaspé Bay—towards continuation of	4000	00
10.—Marine Hospital, Quebec	5000	00
11.—Grosse Isle, Quarantine Station	2206	00
12.— { Kamouraska Jail	} To complete certain indispensable repairs	} 12938 00
{ Three-Rivers Court House		
{ Sherbrooke Jail and Court House }		
<i>Carried forward</i>	91412	00

SUPPLEMENTARY ESTIMATES, PUBLIC WORKS DEPARTMENT,
&c.—(Continued.)

MISCELLANEOUS PUBLIC WORKS.	Amount.	
	\$	cts.
<i>Brought forward</i>	91412	00
13.—Postal extension to Lake Superior and Red River, also along the Gulf of St. Lawrence to Pictou, in connection with New Brunswick	20000	00
14.—Towards procuring and laying down Buoys or Bells on reefs in Lake Erie	800	00
15.—Repairs and alterations at Long Point Light House	800	00
16.—Towards procuring and laying down Buoys, in Gaspé Bay and Harbour	500	00
17.—Public Buildings, repairs, maintenance and rents of	40000	00
18.—Awards and arbitrations and to make good damages occasioned by construction of Public Works, and towards repairs of existing works	25000	00
19.—Aid towards expense of Georgian Bay Canal Survey	2000	00
Total\$	180512	00

SUPPLEMENTARY ESTIMATES

OF THE

AMOUNTS REQUIRED FOR THE PUBLIC SERVICE,

For the Year 1859.

S E R V I C E .	Amount.	
	\$	cts.
Towards Printing Revised Statutes	20000	00
Colonization Roads	50000	00
Aid to Hamilton Hospital.....	2800	00
London do	1600	00
Deaf and Dumb Institution in Toronto.....	600	00
House of Providence in Toronto	400	00
Bonaventure Street Asylum	1000	00
St. Hyacinthe Hospital	400	00
Destitute Emigrant Institution at Quebec.....	400	00
Protestant Orphan Asylum at Quebec	400	00
Boards of Arts and Manufactures	3000	00
Indemnity to Thomas Roche, late Light House Keeper at L'Islet, having lost his sight while on duty, and two of his Sons having been drowned in November last, while making the last trip from Light House to Shore.....	600	00
The portion of award by Chief Justice Carter, in the case of G. H. Ryland chargeable on the Province, the remainder having been paid by the Imperial Government	18000	00
Contingencies of Legislative Council	40000	00
do Legislative Assembly	30000	00
Grant to Parliamentary Library.....	6000	00
Total	229200	00

TABLES

OF THE

TRADE AND NAVIGATION

OF THE

PROVINCE OF CANADA,

FOR THE YEAR

1858.

COMPILED FROM OFFICIAL RETURNS.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY COMMAND OF HIS EXCELLENCY:

A. T. GALT, INSPECTOR GENERAL.

TORONTO:
PRINTED BY STEWART DERBISHIRE AND GEORGE DESBARATS,
PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

1859.

TABLE OF DUTIES OF CUSTOMS INWARDS,

In force to the 7th August, 1858.

Articles paying Specific Duties.

	Duty
	Currency.
	£ s. d.
Cigars, the lb	0 3 0
Snuff, the lb	0 0 6
Manufactured Tobacco, the lb	0 0 2½
Spirits and strong waters of all sorts, for every gallon of any strength not exceeding the strength of proof by Sykes' Hydrometer, and so in proportion for any greater strength than that of proof, and for any greater or less quantity than a gallon, viz :	
Brandy, the gallon	0 4 0
Cordials, the gallon	0 5 0
Gin and other Spirits and Strong Waters not being Rum, Brandy or Whisky, the gallon	0 3 6
Rum, the gallon	0 2 3
Whisky, the gallon	0 0 7½
Wine, in wood, not exceeding in value £10 per pipe (of 126 gallons), the gallon ..	0 1 0
Over £10, and not exceeding £15 in value per pipe, the gallon	0 1 6
Over £15 in value per pipe, the gallon	0 2 0
In quart bottles, not exceeding 20s. in value per dozen, the dozen bottles ..	0 7 6
Over 20s. and not exceeding 40s. in value per dozen, the dozen bottles	0 10 0
Over 40s. in value per dozen, the dozen bottles	0 12 6
In pint bottles, in like proportion, the dozen bottles	0 6 3
Molasses, the gallon	0 0 2½
Green Coffee, the lb	0 0 0¾
Dried Fruits, the lb	0 0 1½
Maccaroni, the lb	0 0 1½
Vermicelli, the lb	0 0 3¾
Vinegar, the gallon	0 0 2½
Tea, the lb	0 2 6
Brooms, the dozen	0 0 3
Mustard, Cloves, Cassia and Cinnamon, the lb	0 0 2
Ginger, Pimento, Pepper and Starch, the lb	0 0 9
Mace and Nutmegs, the lb	0 0 4
Spices unenumerated, the lb	0 14 0
Refined Sugar, whether in loaves or lumps, candied, crushed, powdered or granulated, or in any other form, White Bastard Sugar, or other Sugar equal to Refined Sugar in quality, the cwt	0 10 0
White Clayed Sugar, and Brown Clayed Sugar, and Yellow Bastard Sugar, or Sugar of any kind equal in quality to any of the said kinds of Sugar, but not equal in quality to Refined Sugar, the cwt	0 7 6
Raw Sugar and all Sugar of any kind not equal in quality to any of those above mentioned, the cwt	

Articles paying twenty per cent.

Leather Manufactures and India Rubber Manufactures, for every £100 value . . .	20 0 0
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Articles paying five per cent.

Canada Plates, Wrought Cranks, Straps for Walking Beams, Plough Moulds, Galvanized Iron, Frames and Pedestals, Connection Rods, Chains other than Chain Cables, Wheels and Axles and Hoops and Tires for Locomotives, Machinery used in the manufacture of Doors, Window Sashes and Blinds and other building purposes, Printing Paper, that is to say : Book Printing Paper, and News Printing Paper, for every £100 value	5 0 0
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Articles paying two and one half per cent.

Acids, Alum, Bleaching Powders, Brass and Copper Tubes, Candle Wick, Cotton Yarn and Warp, Draining Tiles, Felts, Fire Brick, Fishing Hooks, Nets and Seines, Bar, Rod and Rolled Sheet Iron, Boiler Plate, Nitre, Oil Cake, Prepared Rigging, Ship Building Materials, Steel, Roll Sulphur, Tin and Zinc, Wire Telegraph and Bridge, Railroad Bars, Hoop Iron, Scrap and old Iron, Round and Square Iron, Ultra Marine and Paste Blue, Fisherman's Boots, Borax, Brimstone, Charcoal made or refined, Copperas, Gum Copal, Rolled Plate Iron from $\frac{1}{4}$ inch to $1\frac{1}{2}$ inch in thickness, Spike Rods, Machines to be worked by steam for the making of Bricks by pressure from dry clay, Ore dressing machines, Phosphorus, Prussiate of Potash, Sal Ammoniac, Shellac, Ships' Blocks, Binnacle Lamps, Compasses, Dead Eyes, Dead Lights, Deck Plugs, Jib Hanks, Shackles, Sails, Sheaves, Signal Lamps, Travelling Trucks, Slate, Telegraph Insulators, Relay Magnets, Registers and Batteries, Vitriol, for every £100 value

£ s. d.

2 10 0

Articles paying fifteen per cent.

Non-enumerated Articles, for every £100 value

15 0 0

Free Goods.

Anatomical Preparations ; Anchors ; Animals of all kinds ; Ashes, Pot, Pearl and Soda ; Arms for Army or Navy and Indian Nations, provided the duty otherwise payable thereon would be defrayed or borne by the Treasury of the United Kingdom or of this Province ; Artificial Slate and Metallic Paints, being the produce and manufacture of N. S. when imported direct from G. B. or B. N. A. Provinces ; Bark, tanners', from U. S. ; Book-binders' Tools, Presses and Implements of all kinds ; Books printed, not foreign reprints of British Copyright works ; Brass or Yellow Metal ; Bristles ; Broom Corn ; Bulbs and Roots ; Bunting ; Burr Stones, wrought and unwrought ; Busts and Casts of Alabaster, Bronze, Marble or Plaster of Paris ; Butter ; Cabinets of Coins ; Caoutchouc ; Carriages and Horses of travellers and those employed in carrying merchandise, (Hawkers' or Circus' Troupes excepted) ; Chain Cables ; Cheese ; Chocolate and Cocoa Paste, the produce or manufacture of G. B. or B. N. A. Provinces ; Clothing for Army or Navy or Indian Nations, or for gratuitous distribution by any Charitable Society ; Coal and Coke ; Cocoa Nut ; Pine and Palm Oil ; Cochineal ; Coin or Bullion ; Collections of Antiquities ; Commissariat Stores ; Contractors' Stores for Army, Navy or Indians ; Copper in Bars, rods or sheets ; Cordage of all kinds ; Cotton and Flax Waste ; Cotton Wool ; Drawings ; Dye Stuffs, viz: Bark, Berries, Drugs, Nuts, Vegetables and Woods, Earths' and Ochres, produce of B. N. A. Provinces ; Eggs from U. S. ; Engravings ; Etchings ; Felt Sheeting ; Firewood from G. B., B. N. A. Provinces and U. S. ; Fire Clay ; Fish, produce of Fish and Fish Oil, from G. B. and B. N. A. Colonies and U. S. ; Flax Hemp and Tow, undressed ; Flour ; Fruit, green ; Fruits, of all kinds from B. N. A. Provinces ; Dried Fruits from U. S. ; Furs or Skins the produce of Fish or Creatures living in the sea ; and Furs, Skins or Tails, undressed, when imported directly from the United Kingdom, B. N. A. Provinces and U. S. ; Gems or Medals ; Grains, viz : Barley and Rye, Beans and Peas, Bear and Bigg, Bran and Shorts, Buckwheat, Hops, Indian Corn, Oats, Wheat, and Meal of these Grains ; Grease and Seraps ; Grind Stones, wrought or unwrought, the produce of B. N. A. Provinces and U. S. ; Gypsum, ground or unground, the produce of G. B. and B. N. A. Provinces and U. S. ; Hay ; Hat Plush ; Hides ; Horns, the produce of G. B. and B. N. A. Provinces and U. S. ; Implements, Tools of Trade of Handieraftmen, not being Merchandise ; Implements of Husbandry, not being Merchandise, but in actual use and belonging to persons about to settle in the Province ; Implements of Husbandry and Farming Utensils, when specially imported by incorporated Agricultural Societies for the encouragement of Agriculture ; Indigo ; Junk and Oakum ; Lard ; Lead, Pig and Sheet ; Lime, produce of B. N. A. Provinces ; Lithographs ; Manures of all kinds ; Maps ; Marble in blocks unpolished ; Marine Cement ; Meat of all kinds ; Horses ; Cattle ; Carriages and Harnesses of menageries ; Mess Pork ; Military Stores, Accoutrements, including Military Buttons imported for the use of the Provincial Militia ; Models of Machinery and other Inventions and Improvements in the Arts ; Musical

<p>Instruments for Military Bands ; Ores of all kinds of Metals ; Paintings in oil or water colors, being works of Art ; Philosophical Instruments and apparatus, when specially imported for the use of Philosophical Societies, Universities, Colleges, Public Schools and Institutes ; Packages, when of the ordinary description, containing free goods ; Packages, viz : Bales, Trusses, Cases covering Casks of Wines or Brandy in Wood, Cases and Casks containing Dry Goods, Hardware or Cutlery ; Crates and Casks containing Glassware or Earthenware ; Cases containing bottled Wine or bottled Spirits, and all other packages in which the goods are not usually exposed for sale, or which do not necessarily or generally accompany the goods when sold ; Pig Iron, Pipe Clay, Pitch and Tar, Plants, Shrubs and Trees, Plaster of Paris for manure ; Printers' Ink, Types, Presses and Implements of all kinds ; Rags, Resin and Rosin, Rice, Russia Hemp Yarn, Sail Cloth, Salt, Seeds of all kinds ; Settlers' wearing apparel and other personal effects, not Merchandise, in actual use of persons coming to settle in the Province ; Ships' Water Casks in use ; Specimens of Natural History, Mineralogy or Botany ; Slate from U. S. ; Stone unwrought from B. N. A. Provinces and U. S. ; Tallow, Teasels, Timber and Lumber of all kinds, when imported directly from and being the produce of G. B., B. N. A. Provinces and U. S. ; Treenails, Turpentine, other than Spirits of Turpentine from U. S. ; Tobacco unmanufactured from U. S. ; Varnish, bright and black ; Vegetables from G. B., B. N. A. Provinces, and Veneers, Water Lime, Wearing apparel of British Subjects dying abroad ; Wine and Liquors when imported for any Officers' Mess ; Wood used in making Carpenters' and Joiners' Tools ; Wool.....</p>	<p>£ s. d.</p> <p>Free.</p>
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TABLE OF DUTIES OF CUSTOMS INWARDS,

In force from the 7th August, 1858, inclusive.

GOODS PAYING SPECIFIC DUTIES.

A R T I C L E S .

	Duty.
	\$ cts.
Ale, Beer and Porter, in casks, per gallon.....	0 08
Ale, Beer and Porter, in quart bottles, per dozen bottles.....	0 25
Ale, Beer and Porter, in pint bottles, per dozen bottles.....	0 12½
And a Duty of 15 per cent. <i>ad valorem</i> on the Bottles containing the same.	
Almonds, Walnuts and Filberts, per lb.....	0 03
Corn Brooms, per dozen.....	0 50
“ Whisks, per dozen.....	0 15
Cigars, per lb.....	0 80
Chicory, raw and kiln-dried, per lb.....	0 01
“ roasted and ground, per lb.....	0 04
Coffee, green, per lb.....	0 01
“ roasted, per lb.....	0 04
“ ground, per lb.....	0 04
Cordials, per gallon.....	1 00
Currants, per lb.....	0 03
Dried Fruits, per lb.....	0 03
Figs, per lb.....	0 03
Ginger, Pimento and Pepper, unground, per lb.....	0 04
Ginger, Pimento and Pepper, ground, per lb.....	0 06
Macaroni and Vermicelli, per lb.....	0 03
Mustard, per lb.....	0 05
Molasses, per gallon.....	0 04
Mace, per lb.....	0 25
Nutmegs, per lb.....	0 25

	\$	cts.
Nuts not specially named, except Cocoa Nuts, per lb.....	0	01
Spirits and Strong Waters, of all sorts, for every gallon of any strength not exceeding the strength of proof by Sykes' Hydrometer, and so in proportion for any greater strength or less quantity than a gallon, viz :		
Brandy, per gallon.....	1	00
Gin, per gallon.....	0	80
Rum, per gallon.....	0	50
Whisky, per gallon.....	0	18
Spirits and Strong Waters, including Spirits of Wine and Alcohol and not being Brandy, Gin or Whisky, per gallon.....	0	70
Spices, unground, not otherwise named, per lb.....	0	07
" ground, " per lb.....	0	10
Starch, and all preparations of starch, per lb.....	0	05
Soap, not otherwise specified, per 100 lbs.....	1	25
Sugar, refined, whether in loaves or lumps, candied, crushed, powdered or granulated, or in any other form ; White Bastard Sugar or other sugar equal to refined in quality, per 100 lbs.....	2	50
" White Clayed Sugar or Yellow Bastard Sugar, or any kind equal in quality to White Clayed Sugar or Yellow Bastard Sugar, but not equal to Refined Sugar, per 100 lbs.....	1	75
" Brown Clayed Sugar, Muscovado or Raw Sugar of any kind not equal in quality to the sugars last named, per 100 lbs.....	1	30
" Raw for refining purposes only, and not within 25 per cent. of the value of the last named sugar, per 100 lbs.....	0	90
Tea, not exceeding in value 18 cents per lb.,—per lb.....	0	03
" exceeding in value 18 cents per lb.,—per lb.....	0	04
Tobacco, manufactured, not exceeding in value 20 cents per lb.,—per lb.....	0	05
" exceeding 20 and not exceeding in value 40 cents per lb.,—per lb.....	0	07½
" over 40 cents in value per lb.,—per lb.....	0	10
Snuff, per lb.....	0	10
Vinegar, per gallon.....	0	06
Wine, in wood, not exceeding in value \$40 per pipe of 126 gallons,—per gallon..	0	20
" in wood, over \$40 but not exceeding in value \$60 per pipe of 126 gallons,—per gallon.....	0	30
" in wood, over \$60 and not exceeding \$100 in value per pipe of 126 gallons,—per gallon.....	0	40
" in wood, over \$100 in value per pipe of 126 gallons,—per gallon.....	0	50
" in quart bottles, not exceeding \$4 in value per dozen bottles,—per dozen bottles.....	1	50
" in pint bottles, in proportion, per dozen bottles.....	0	75
" in quart bottles, exceeding \$4 and not exceeding \$8 in value per dozen bottles,—per dozen bottles.....	2	00
" in pint bottles, in proportion, per dozen bottles.....	1	00
" in quart bottles, exceeding \$8 and not exceeding \$12 in value per dozen bottles,—per dozen bottles.....	2	50
" in pint bottles, in proportion, per dozen bottles.....	1	25
" in quart bottles, exceeding \$12 in value per dozen bottles,—per dozen bottles.....	3	00
" in pint bottles, in proportion, per dozen bottles.....	1	50
And a Duty of 15 per cent. <i>ad valorem</i> on the bottles containing such wine.		
Printed, Lithographed or Copper-plate Bills, Bill heads, Cheques, Receipts, Drafts, Posters, Cards, Labels of every description, Advertising Pictures, or Pictorial Show Bills or Cards : For every hundred Cards or Sheets of.....	1	00
Advertising Pamphlets, per hundred.....	1	00

Goods paying five per cent.

The following Goods shall be chargeable with a Duty of five per cent. on the value thereof :

- Bolting Cloths ;
- Brass in bars, rods and sheets ;
- Brass or Copper Wire and Wire Cloth ;
- Chain Iron, other than Cables, and not being Horse Chain, Dog Chain, Jack Chain, or other small Chain, not exceeding three quarters of an inch ;

Canada Plates, Tinned Plates, Galvanized Iron and Sheet Iron ;
 Copper, in bars, rods, bolts or sheets ;
 Cotton Candle Wick, Yarn and Warp ;
 Emery ;
 Emery, Glass and Sand Paper ;
 Fishing Nets and Seines ;
 Fish Hooks, Lines and Fish Twines ;
 Gold Beaters' Brim Moulds and Skins ;
 Silk-twist for Hats, Boots and Shoes ;
 Hat Plush ;
 Hair, Angola, Goat, Thibet, Horse or Mohair, unmanufactured ;
 Iron, Bar, Rod or Hoop ;
 " Nail and Spike Rod ;
 " Hoop or Tire, for driving wheels of locomotives, bent or welded ;
 " Boiler Plate ;
 " Railroad Bars ;
 " Rolled Plates ;
 " Plate and Angle, or other Iron, shaped or unshaped, when forming part of
 an Iron Ship imported in pieces ;
 " Rivets, for do. ;
 " Wire ;
 Lead, in sheet ;
 Sails, ready made ;
 Steel, wrought or cast ;
 Tin, granulated or bar ;
 Tubes and Piping, of copper, brass or iron, when drawn ;
 Varnish, bright and black, for ship-builders, other than Copal Carriage, Shellac,
 Mastic or Japan ;
 Zinc or Spelter, in sheet ;
 Locomotive and Engine Frames, Cranks, Crank Axles, Railway-car and Loco-
 motive Axles, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting
 Rods, Steamboat and Mill Shafts and Cranks forged in the rough.

Goods paying twenty per cent.

The following Goods shall be chargeable with a Duty of twenty per cent. on the value thereof :

Anchovies, Sardines, and all other Fish preserved in oil ;
 Argentine, Alabetta, or Albata and German Silver manufactures ;
 Articles embroidered with gold, silver, or other metals ;
 Baskets, and all other Articles made of grass, osier, palm leaf, straw, whalebone
 or willow, not elsewhere specified ;
 Beads of every description ;
 Billiard Tables and Furnishings ;
 Bagatelle Boards and do. ;
 Blacking ;
 Bracelets, Braids, Chains, Curls, Ringlets or Head-dresses, of any kind composed
 of hair, or of which hair is a component part ;
 Brooms and Brushes, not elsewhere specified ;
 Cameos and Mosaics, real or imitation, when set in gold, silver or other metal ;
 Capers, Pickles, Olives and Sauces of all kinds, not elsewhere specified ;
 Candles and Tapers of Wax, Sperm, Belmont, Stearine, Adamantine and com-
 position ;
 Chandeliers, Girandoles, Gas Fittings ;
 Carriages, or parts of Carriages, not otherwise specified ;
 Cabinet Ware or Furniture ;
 Cashmere ;—See *Manufactures*.
 Cocks, Taps, and Coupling Joints ;
 Carpets and Hearth Rugs, Velvet, Brussels, Tapestry, Turkish, Persian, and
 other kinds ;
 Confectionary, not elsewhere specified ;
 China Ware of all kinds ;
 Cutlery, polished, of all sorts ;
 Coach and Harness furniture of all kinds ;

Composition Tops for tables or for other articles of furniture ;
 Essences, Balsams, Cosmetics, Extracts, Pastes, Perfumes, Tinctures, and
 Perfumery of all kinds ;
 Feathers and Flowers, artificial or ornamental or parts thereof, of whatever
 material composed ;
 Fans and Fire Screens ;
 Fire Works ;
 Glass, plate ;
 Glass, silvered ;
 Glass-shades and Crystals for watches ;
 Glass Ware, cut, ground or coloured ;
 Glass, stained, painted or coloured ;
 Glass bottles and vials, not being wine and beer bottles ;
 Gold and Silver Leaf ;
 Gilt Frames ;
 Guns, Rifles and Fire Arms, of all kinds ;
 Hats, Caps and Bonnets,
 Inks, of all kinds, except printing ink ;
 Jewellery, real or imitation ;
 Japanned, Planished Tin, and Britannia Metal Ware, of all kinds ;
 Leather, Sole, Harness, dressed Kip, Calf, and upper Leather, and all imitations
 of Leather ;
 Marble or imitation of Marble Mantle-pieces, or parts thereof ;
 Mattresses of hair, moss or other material ;
 Millinery of all kinds ;
 Musical Instruments of all kinds, including Musical Boxes and Clocks ;
 Mowing, Reaping and Trashing Machines ;
 Manufactures of Fur, or of which fur is the principal part ;
 “ of Cashmere ;
 “ of Silk, Satin and Velvet, and of all other fabrics, of which Silk
 forms the principal part ;
 “ of Bone, Shell, Horn, Pearl, Ivory or vegetable Ivory ;
 “ of Gold, Silver or Electro Plate ;
 “ of Brass or Copper ;
 “ of Leather or of imitation of Leather, or of which Leather or imita-
 tion of Leather is the principal part, not otherwise specified ;
 “ of Marble, or Marble more advanced in manufacture than slabs or
 blocks in the rough ;
 “ of *Papier Maché* ;
 “ of Caoutchouc or India Rubber or of Gutta Percha, or of which any
 of these articles forms the principal part ;
 “ of Straw ;
 Patent Medicines and Medicinal Preparations, not elsewhere specified ;
 Oil Cloths of whatever material composed ;
 Sallad Oils, Table Oils, and Linseed Oils ;
 Opium ;
 Ornaments of Bronze, Alabaster, Terracotta or Composition ;
 Plated and Gilded Ware, of all kinds ;
 Playing Cards ,
 Preserved Vegetables, Meats, Poultry, Fish and Game ;
 Railing or Fencing of Iron ;
 Riddles and Sieves ;
 Scales and Weights ;
 Shawls, Thibet wool or filled ;
 Silk, Satins or Velvets, and all fabrics of which Silk forms the principal part ;
 Spades, Shovels, Axes, Hoes, Rakes, Forks, and Edge-tools, Scythes and Snaiths,
 Bolts, Nuts and Washers ;
 Spikes, Nails, Tacks, Brads and Sprigs ;
 Silk, Woollen, Worsted and Cotton embroideries and tambour-work ;
 Silk-twist and Twist composed of Silk and Mohair ;
 Silver and Gold Cloth, Thread, and other articles embroidered with Gold or for
 embroidering ;
 Skins, Sheep, Calf, Goat and Chamois, dressed ;
 Soap, perfumed or fancy ;
 Stoves and all other Iron Castings ;
 Toys ;

Thread Lace and Insertions ;
Writing Desks, fancy and ornamental Cases and Boxes of whatsoever material ;
Woollen Goods.

Goods paying twenty-five per cent.

The following Goods shall be chargeable with a Duty of twenty-five per cent. on the value thereof :

Manufactures of Leather, viz :
“ Boots and Shoes ;
“ Harness and Saddlery.
Clothing or Wearing Apparel made by hand or sewing machine.

Goods paying fifteen per cent.

All articles not hereinbefore enumerated as charged with a specific or *ad valorem* duty, and not exempted from the payment of duty, shall be chargeable with a duty of fifteen per cent. on the value thereof.

Table of Free Goods.

Acids of every description ;
Agricultural Societies—Seeds of all kinds, Farming Utensils and Implements of Husbandry, when specially imported by, for the encouragement of Agriculture ;
Alum ;
Anatomical preparations ;
Anchors, over 6 cwt. in weight ;
Animals, of all kinds ;
Antiquities, collections of ;
Apparel, wearing, and other personal effects, and Implements of Husbandry, (not merchandise) in actual use of persons coming to settle in the Province and accompanying the owner ;
Apparel, wearing, of British subjects dying abroad ;
Argol ;
Arms for Army or Navy and Indian Nations, provided the duty otherwise payable thereon would be defrayed or borne by the Treasury of the United Kingdom, or of this Province ;
Ashes, Pot, Pearl and Soda ;
Bark, Tanners' ;
Bark, used solely in dyeing ;
Barley, except Pot and Pearl ;
Barley Meal ;
Beans ;
Bean Meal ;
Bear and Bigg ;
Bear and Bigg Meal ;
Berries, used solely in dyeing ;
Bleaching Powder ;
Books, Printed,—Periodicals and Pamphlets—not being British Copyrights, nor Blank, Account, or Copy Books, or Books to be written or drawn upon ;
Borax ;
Bottles containing Wine, Spirituous or fermented Liquors of Officers' Mess ;
Brandy imported for do ;
Bran and Shorts ;
Brimstone ;
Bristles ;
Broom Corn ;
Buckwheat ;
Buckwheat Meal ;
Bulbs and Roots ;
Bullion ;
Burr Stones, wrought or unwrought, but not bound up into Mill-stones ;

Butter ;
 Coin and Bullion ;
 Cabinets of Coins ;
 Cables, Iron Chain ;
 " Tarr'd Hemp ;
 " Untarr'd " ;
 " Grass ;
 Carriages of Travellers, and carriages employed in carrying merchandise (Hawkers
 and Circus Troupes excepted) ;
 Casks, ships' water, in use ;
 Caoutchouc or Indian Rubber, and Gutta Percha, unmanufactured ;
 Cement, marine or hydraulic ;
 Charitable Societies—donations of clothing for gratuitous distribution by ;
 Cheese ;
 Clothing for Army or Navy or Indian nations, or for gratuitous distribution by any
 Charitable Society ;
 Coal ;
 Cochineal ;
 Coke ;
 Commissariat Stores ;
 Coperas ;
 Corkwood, or the Bark of the Corkwood tree ;
 Corn, Indian ;
 Cotton and Flax waste ;
 Cotton Wool ;
 Cream of Tartar in crystals ;
 Diamonds and Precious Stones
 Drugs used solely in dyeing ;
 Dye Stuffs, viz : Bark, Berries, Drugs, Nuts, Vegetables, Woods, and extract of
 Logwood ;
 Earths, Clays and Ochres, dry ;
 Eggs ;
 Felt Hat bodies and Hat Felts ;
 Fire Brick ;
 Firewood ;
 Fish ;
 do. Oil, in its crude or natural state ;
 do. products of, unmanufactured ;
 Flax, Hemp and Tow, undressed ;
 Flour ;
 Fruits, green ;
 Fruits, dried, from the United States only, while the Reciprocity Treaty is in force ;
 Furs, Skins, Pelts or Tails undressed, when imported directly from the United
 Kingdom or British North American Provinces, or from the United States,
 while the Reciprocity Treaty is in force ;
 Gems, and Medals ;
 Gravel ;
 Grains—Barley and Rye ;
 Beans and Peas ;
 Bear and Bigg ;
 Bran and Shorts ;
 Buckwheat ;
 Indian Corn ;
 Oats ;
 Wheat ;
 Meal of above Grains ;
 Grindstones, wrought or unwrought ;
 Gums and Resins, in a crude state ;
 Gypsum or Plaster of Paris, ground or unground ;
 Grease and Scraps ;
 Hams ;
 Hemp ;
 Hides ;
 Horns ;
 Household effects, personal, not merchandise, of subjects of Her Majesty
 domiciled in Canada but dying abroad ;

Indigo ;
 Inventions and Improvements in the Arts, models of—provided that no article shall be deemed a model which can be fitted up for use ;
 Junk and Oakum ;
 Lard ;
 Lime, the produce of British North American Provinces only ;
 Machinery, models of—provided the same cannot be put to actual use ;
 Manilla Grass ;
 Manures of all kinds ;
 Maps and Charts in sheets, not mounted nor on cloth ;
 Marble in blocks or slabs unpolished ;
 Meats, fresh, smoked and salt ;
 Menageries, Horses, cattle, carriages and harnesses of, subject to Regulations by the Governor in Council ;
 Military Clothing for Her Majesty's Troops or Militia ;
 Military Stores and Materials for Military Clothing imported for the use of the Provincial Militia, under such restrictions and regulations as may be passed by Governor in Council ;
 Mosses and sea grass, for upholstery purposes ;
 Musical Instruments for Military Bands ;
 Nitre or Saltpetre ;
 Oakum ;
 Oil Cake or Linseed Cake ;
 Oils, cocoa nut, pine and palm—in their crude and natural state ;
 Old Nets ;
 Ordnance Stores ;
 Ores of all kinds of Metals ;
 Osier or Willow, for basket-makers' use ;
 Packages of all kinds in which Goods are usually imported, except the following, viz : Spirit, Wine, Oil, Beer, Cider, and other casks for the containing of liquids, baskets of every description, trunks, snuff jars, earthenware jars, glass jars, bags and barrels containing grain, seeds and peas ;
 Pig Iron, Pig Lead ;
 Pitch and Tar ;
 Philosophical Instruments and Apparatus, Books, Globes, Maps and Charts :— provided the same be specially imported by and for the use of Philosophical Societies, Universities, Colleges, Public Schools or Institutes ;
 Plants, Shrubs and Trees ;
 Provisions for Army or Navy, or Indian Nations ;
 Rags ;
 Resin and Rosin ;
 Rice ;
 Sail-cloth ;
 Sal Soda ;
 Sal Ammonia ;
 Salt ;
 Seeds of all kinds ;
 Ships Blocks ;
 Binnacle Lamps ;
 Bunting ;
 Canvas, Duck ;
 Compasses ;
 Cordage ;
 Dead Eyes ;
 Dead Lights ;
 Deck Plugs ;
 Shackles ;
 Sheaves ;
 Signal Lamps ;
 Travelling Trucks ;
 Ships' water-casks in use ;
 Silk Hat Felts ;
 Soda Ash ;
 Specimens of Natural History, Mineralogy or Botany ;
 Stone, unwrought ;
 Slate ;

Expressly imported for Ship-building purposes and by Ship-builders or Sail-makers.

Statues, Busts and Casts, of Marble, Bronze, Alabaster or Plaster of Paris ;
 Paintings and Drawings as works of Art ; Specimens of Sculpture ; Cabinets
 of Coins, Medals, Gems, and all Collections of Antiquities ;
 Sulphur or Brimstone ;
 Tin and Zinc or Spelter, in block or pig ;
 Tallow ;
 Teasels ;
 Timber and Lumber of all kinds, round, hewed, sawed, unmanufactured in whole
 or in part ;
 Tobacco, unmanufactured ;
 Tools and Implements of Trade of persons arriving in Canada when accompanied
 into the Province by the actual settler, and brought in by such settler for his
 own use, and not for sale ;
 Treenails ;
 Turpentine, other than Spirits of Turpentine ;
 Type Metal, in blocks or pigs ;
 Vegetables, not elsewhere specified ;
 Vehicles of Travellers, except those of Hawkers and Pedlars ;
 Water Lime ;
 Wine, Spirits and fermented Liquors of all kinds, imported for any Officers' Mess,
 and the packages containing the same ;
 Wood for Hoops, when not notched ;
 Woods of all kinds ;
 Wool ;
 All Importations for the use of Her Majesty's Army and Navy serving in Canada.

TABLE OF PROHIBITIONS.

The following Articles are prohibited to be imported, under a penalty of Fifty
 Pounds, together with the forfeiture of the parcel or package of Goods in
 which the same may be found :

Books and Drawings of an immoral or indecent character ;
 Coin, base or counterfeit.

CARRYING
TRADE AND NAVIGATION
OF THE
PROVINCIAL CANALS
OF
CANADA,
FOR THE YEAR 1858.

No. 1.—GENERAL STATEMENT shewing the Quantity of each Article transported on the WELLAND CANAL during the year 1858, and the Amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, (Pot and Pearl)	311	230		17	6		8		58		311		\$ 49 36
Apples, Onions and other Vegetables	294				1		1		16		277		57 30
Bacon	59				1				58		59		16 84
Bark	1,065						870	195			870		46 13
Barley	1,503	20	438	207	32				631		665		367 46
Barley Meal	983								970		981		322 32
Beer, Cider and Vinegar	69	12		4	2	10	2	10	30		13		15 02
Bees Wax													
Biscuit	1,949	809	237	36	30	30	30		231		875	1,074	174 61
Bran and Ship Stuff	2,730	408	1,806	95	120	49			252		804	1,926	296 95
Bricks, Lime and Sand	124	1	17	1					105		2	122	31 31
Butter	116	10	2	2			4	4	90	8	106	10	34 10
Carts, Waggon and Sleighs	1										1		26
Cattle	4,849	12	85				46	2	4,706	40	4,764	85	955 72
Cement and Water Lime	67						13	2			25	42	17 25
Cheese													
Charcoal	102												20 30
Clay	126												31 88
Clover Seed	35,642	199	23	1,269	22,945		1,269	22,945	9,409	1,797	10,877	24,765	6,635 69
Coal	1,376	2			2				1,372		1,376		439 85
Coffee	16												4 80
Copperas	102,387	3							16		16		20,207 24
Corn	83	40	11	16	6		9	6	74		9	74	18 80
Corn Meal	1,180						3		948	106	1,007	123	349 50
Fish													
Flax and Flax Seed	44,336	7	9,924	6	512	30	30	1,688	7	32,162	50	2	11,761 52
Flour	814	30		12		17			673	73	732	82	260 92
Furniture and Baggage													

Gypsum	1,974	638		1,336			11	44			317		103 94
Hams	376	3									12		150 53
Hemp	54								3		51		10 80
Hides and Skins (Raw)	332	1		1			6	2	5		312		107 69
Hogs	127			127									4 58
Horns, Hoofs and Bones	4										4		1 00
Horses	162	5	5	1					142	9	147	15	53 40
Iron, Bloom and Broken Castings	634						1		633		634		126 52
Do. Pig and Scrap	4,068	277	84	1,367	36				2,275	29	3,919	149	800 48
Do. Railroad	20,650	6,017	2,688						11,945		20,650		4,121 30
Do. Stoves and Castings	1,959	109	2	3			19		1,803	23	1,934	25	481 11
Do. All other not elsewhere described	3,416	759	3	174	1		20	8	2,441	10	3,394	22	891 68
Lard	503	1					15		487		503		143 75
Lard Oil	281	27	1				1	6	41	205	212		70 62
Lard Oil	233								232		233		77 93
Manilla													
Manganese and Manures													
Marble	380	1							378	1	379	1	75 90
Mechanics' Tools	5								4		5		1 84
Molasses	868	36					5		827		868		270 74
Nails	1,210	293	1	2			3	2	909		1,207	3	293 29
Oats	10,100	75	121	239	225		14	788	8,638		9,772		2,571 40
Oatmeal	23	6		16					1		23		4 43
Oil Cake	160								187		160		39 88
Oil Meal	22	2							20		20		5 07
Ores, (all kinds)	10,612			7,408					2,328	876	9,736		660 63
Ploughs and Agricultural Implements	235	4							213	13	217	18	71 81
Pork	2,039	1	26	4			16	175	1,817	17	2,022		552 63
Potatoes	528	12	5	27			19	78	387	24	504		99 28
Pressed Hay and Broom Corn	7										7		1 77
Rags, Junk and Oakum	30	6	1				1		16	6	18	12	6 65
Raw Cotton	36								6	30	6		9 00
Rye and Rye Meal	345	88					44		213	213	132	213	76 53
Salt	92,782	367	16	1,583	31	3,157	1	87,627			92,734	48	18,369 12
Sheep													
Slate	128	17							111		128		22 62
Spikes	154	36							99		153		33 02
Stone Earthen and Glassware	1,197	85	1	66				150	847	48	998	199	365 26
<i>Totals carried over</i>	355,766	9,753	13,278	14,183	3,338	7,172	34,008	131,396	142,748	162,504	193,262		72,791 83

No. 1.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
	TOTAL TONS.		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
<i>Totals brought over.</i>	355,766		9,753	13,278	14,183	3,328	7,172	34,008	131,396	142,748	162,504	193,262	72,791 33
Stone	6,847		2,116	810	271		8	2,930	26	686	2,421	4,426	876 85
Sugar	3,825		148				120	46	3,556	1	3,824	1	1,161 25
Tallow	106		10				48		456		514	106	27 14
Tin and Steel	514			68			10		96	21	96	99	160 41
Tobacco, (unmanufactured)	195		154	4,422	63	2,244	4,145	56,269	3	178,654	4,365	241,589	38 48
Wheat	245,954		22	9	2		4	1	3	1,264	31	1,274	79,370 40
Whisky, other Spirits and Wines.	1,305		44				1		387	154	432	165	433 36
Window Glass.	432		165										116 33
Wool	165												46 90
All Agricultural Products not elsewhere described.	1,138			796	58	73	1	4	26	180	85	1,053	339 82
All other Merchandise do.	4,184		408	11	27	5	331	11	3,245	146	4,011	173	3,770 27
Timber, Square, in Vessels.	30,636		30	19,785		8,573		2,110	20	118	50	30,586	7,606 58
Do. do. in Rafts.	8,657			5,867		2,790						8,657	2,164 61
Do. Round or Flatted, in Vessels	6,402			1,205	1,437	3,760					1,437	4,965	278 90
Do. do. in Rafts	4,334			3,734	600							4,334	617 24
Boards and Sawed Lumber, in Vessels	61,627		57	8,284	494	36,182	13	990	757	12,850	1,321	60,306	7,777 23
Do. do. in Rafts	221			221								221	26 20
Staves, (Pipe Staves and Headings)	14,369			11,065		3,136		9	159			14,369	3,341 33
Do. (West India do. do.)	20,334			6,127		4,190		5,227	4,790			20,334	1,890 39
Do. (Barrel do. do.)	4,012		219	2,122		392	172		181	926	572	3,440	394 09
Shingles	90		2	6		32		4	46		2	88	52 72
Fire Wood.	64,255		918	44,882	3,627	6,137	6,931		1,760		13,236	51,019	1,274 01
Saw Logs.	18,917		58	18,831		15	28		77		86	18,831	1,015 97
Barrel Hoops.	438			15				8		408		438	157 32
Sundry Woods, 40 cubic feet to 1 ton	163			5						75		83	64 35
Spirit Posts and Fence Rails	5												1 77
Empty Barrels	164		40	50			9						15 11
Boat Knees and Fractions	57			52									10 74
Floats and Traverses													24
Grand Totals	855,112		13,979	141,645	20,162	73,487	19,014	101,617	139,548	343,219	195,144	659,968	185,821 44
Less drawback on Free Articles, Iron, &c.—See Note*													2,945 03
Total Revenue derived from Tolls on Property													182,876 41
Do. do. Vessels													25,167 37
Do. do. Passengers													317 52
Do. do. Fines and Damages collected													947 29
Do. do. Annual Rents, \$9,110 72, ditto Arrears collected, \$3,957 47.													13,068 19
Total Revenue from all sources													222,376 78

Scrap and Pig Iron	Tons, 1,130	Tolls, \$226 00
Railroad Iron	" 7,757	" 1,551 40
All other Iron	" 774	" 183 50
Salt	" 1,703	" 340 60
Ore	" 5,898	" 294 90
Timber for use of Canal	"	" 388 63
Total Tons	17,262	Tolls. \$2,945 03

* NOTE.—Of the quantities of Iron, &c., represented in the column of Totals as having gone through the Welland Canal, the following quantities were passed free as having paid full Toll on the St. Lawrence Canal, &c., viz :

No. 2.—GENERAL STATEMENT shewing the Quantity of each Article transported on the St. Lawrence Canal during the year 1858, and the Amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, (Pot and Pearl)	3,937	3,684	241	12					241	3,696			632 75
Apples, Onions and other Vegetables	274	264	10						10	264			41 41
Bacon	10	9	1						1	9			2 70
Bark	595	474	121	700					121	474			39 12
Barley	2,632	1,892	40						40	2,592			240 80
Beef	65	65								65			11 87
Beer, Cider and Vinegar	415	38	363	4					377	38			80 99
Bees Wax													
Biscuit	27	26	1						1	26			1 99
Bran and Ship Stuff	676	669	7						7	669			166 93
Bricks, Lime and Sand	2,345	869	1,102	335					1,437	908			156 41
Butter	567	537	29	1					30	537			78 00
Carts, Waggon and Sleighs	318	220	98						98	220			38 98
Cattle	707	669	38						38	669			136 26
Cement and Water Lime	1,927	1,601	252	14					312	1,615			174 29
Cheese	74	74								74			16 28
Charcoal													
Clay	29	26							29	26			5 26
Clover Seed													
Coal	20,001	14,911	14,911	3,981					18,892	1,109			913 71
Coffee	25	5	3						3	5			6 39
Copperas	3												0 47
Corn	4,137	4,133	4						4	4,133			641 40
Corn Meal	5	5											1 35
Fish	2,153	82	2,047	23					2,070	83			449 90
Flax and Flax Seed	228	22	199	6					200	28			17 95
Flour	61,536	59,923	754	1					754	60,782			12,820 75
Furniture and Baggage	790	379	406	1					410	380			179 96

Gypsum	860	7	814											41 66
Hams	58	56	2											14 37
Hemp	41	34	7											6 56
Hides and Skins, (Raw)	157	154	3											39 02
Hogs	86	73	13											13 72
Horns, Hoofs and Bones	197	197												22 37
Horses	301	172	129											64 38
Iron, Bloom and Broken Castings	80													12 61
Do. Pig and Scrap	5,867	361	4,531	729					5,260	607				675 10
Do. Railroad	23,137	11	23,067	50					23,117	20				2,952 15
Do. Stoves and Castings	4,049	206	3,708	56					3,810	239				876 41
Do. All other not elsewhere described	7,963	433	7,447	44					7,530	433				1,343 85
Lard	28	27	1						1	27				6 57
Lard Oil	332	3	329						329	3				45 41
Manilla	75	75							75					11 00
Manganese and Manures	438	100	17	321					17	421				17 63
Marble	156	40	40						156	40				6 50
Mechanics' Tools	6	1	5						5	1				81
Molasses	1,063	166	750	1					896	167				146 89
Nails	2,078	6	2,068	4					2,072	6				445 37
Oats	3,544	2,287	1,566	488					1,566	3,388				519 43
Oat Meal	181	22	154	5					22	159				31 12
Oil Cake and Meal	47	41	6						6	41				7 32
Ores, (all kinds)	431	118	118	313					431	23				21 12
Ploughs and Agricultural Implements	180	23	157						157	23				16 72
Pork	1,042	506	388						388	654				181 20
Potatoes	106	21	85						21	85				9 82
Pressed Hay and Broom Corn	4	3	1						1	3				59
Rags, Junk and Oakum	568	114	454						454	114				80 37
Raw Cotton														
Rye and Rye Meal	648	580	5						5	643				129 70
Salt	13,989	115	12,304	1,427					13,842	147				1,214 33
Sheep	176	170	6						6	170				25 46
Slate	331	249	249						331	41				25 88
Spikes	315	274	274						274	41				58 52
Stone, Earthen and Glasware	1,554	1,441	1,441	58					1,499	55				379 29
<i>Totals carried over</i>	173,564	82,928	79,341	2,710	1,836	4,991	1,747	20	87,043	86,521	26,019	17		

No. 2.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
	TOTAL TONS.		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
<i>Totals brought over.</i>	173,564		79,341	82,928	2,710	1,826	4,991	1,747	1	20	87,043	86,521	\$ cts. 26,019 17
Stone.....	12,721		288	12,417			6	10			294	12,427	345 06
Sugar.....	4,663		3,572	7		1,082					4,656	7	769 78
Tallow.....	155		6	97	2		4	48			10	145	38 62
Tin and Steel.....	520		497	3		20					497	23	125 37
Tobacco, (unmanufactured).....	96		1	91				4			1	95	15 81
Wheat.....	51,387		1,482	49,900				5			1,482	49,905	8,634 49
Whisky, other Spirits and Wines.....	923		320	587	1			15			321	602	186 57
Window Glass.....	586		585	1							585	1	126 09
Wool.....	11			11								11	2 65
All Agricultural Products not else- where described.....	6,801		214	6,569	1			17			215	6,586	1,548 02
All other Merchandise do.....	7,803		6,566	1,062	11	4	142	17	1		6,720	1,083	4,543 24
Timber, Square, in Vessels.....	5,794		270	5,094				430			270	5,524	147 28
Do. do. in Rafts.....	19,679		790	18,889							790	18,889	494 15
Do. Round or Flatted in Vessels.....	1,634		100	1,534							100	1,534	14 27
Do. do. in Rafts.....	7,434		477	6,957				795			477	6,957	110 01
Boards and Sawed Lumber in Vessels.....	65,365		3,385	21,982	3	39,600					3,388	61,977	1,227 31
Do. do. in Rafts.....	21,781		212	21,569				40			212	21,569	656 15
Staves, Pipe Staves and Headings.....	7,006		25	6,941				2,142			25	6,981	1,378 44
Do. West India do.....	10,433			8,311								10,453	908 60
Do. Barrel do.....	3,148			2,734				407	7		7	3,141	189 12
Shingles.....	112		16	96							16	96	18 57
Fire Wood.....	202,629		2,957	197,067				2,605			2,957	199,672	6,877 66
Saw Logs.....	653		391	262							391	262	74 33
Barrel Hoops.....	49		43	81	15		31				15	34	6 96
Sundry Woods, 40 cubic feet to 1 ton.....	155										74	81	33 65
Split Posts and Fence Rails.....	4											4	70
Empty Barrels.....	425		261	164							261	164	46 05
Beet-Knees.....	7			7								7	30
Grand Totals.....	605,558		101,799	444,999	2,743	41,450	6,256	8,282	9	20	110,807	494,751	54,603 06

Floats.....	23 05												
Traverses and Fractions.....	41 59												
Grand Totals.....	54,603 06												
Less drawback on Free Articles.—See Note*.....													
Total Revenue derived from Tolls on Property.....	9,020 64												
Do. do. Vessels.....	45,582 42												
Do. do. Passengers.....	7,967 78												
Do. Storage, \$1,361 04 .. Rents, \$47,643 20 ..	1,136 51												
Do. Fines, \$289 69 .. Damages, \$292 00.....	49,004 24												
Total Revenue.....	581 69												
Total Revenue.....	104,272 64												

* NOTE.—Of the quantities of Corn, Wheat, Flour and Ores, represented in the last Column of Totals, as having come down or gone up the St. Lawrence Canal, the following quantities were passed Free, as having paid Toll on the Welland or Chambly Canals, viz :

Corn.....	Tons, 3,921	Tolls, \$627 36
Wheat.....	" 41,192	" 6,590 72
Flour.....	" 11,266	" 1,802 56
Total.....	Tons, 56,379	Tolls, \$9,020 64

No. 3.—GENERAL STATEMENT shewing the Quantity of each Article transported on the Chambly Canal during the Year 1858, and the amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
	540	732	8	40	540	98	684	6	37	540	724	724	
Ashes (Pot and Pearl)	540									540			\$ 51 20
Apples, Onions and other Vegetables	732									8			73 06
Bacon													
Bark	9,785				9,681					9,681			912 46
Beef	56		9	10						9			4 94
Beer, Cider and Vinegar													
Bees Wax													
Biscuit													
Bran and Ship Stuff	901		249							249			102 82
Brick, Lime and Sand	4		3							3			0 40
Butter	3		1							1			0 40
Carts, Waggon and Sleighs	20			20									0 95
Cattle	11												1 10
Cement and Water Lime													
Cheese													
Charcoal													
Clay	7												0 65
Clover Seed	80		1	30	49					50			5 88
Coal	8,871		534	200	1,367					1,901			839 12
Coffee	4												0 53
Copperas	3									3			0 15
Corn	25									25			0 83
Corn Meal													
Fish	77		77							77			10 98
Flax and Flax Seed													
Flour	298		283	3						283			28 90
Furniture and Baggage	85		25	37						25			10 88

Gypsum	115									115			3 84
Hams													
Hemp	7			1									0 70
Hides and Skins (Raw)	3									3			0 17
Hogs													
Horns, Hoofs and Bones	2			1									0 20
Horses	10				10					10			1 05
Iron, Bloom and Broken Castings	687		221		416					637			66 80
Do. Pig and Scrap	1,649		1,649							1,649			164 90
Do. Railroad	196		84	27						84			18 89
Do. Stoves and Castings	41												4 05
Do. All other not elsewhere described													
Lard													
Lard Oil	3									3			0 30
Manilla													
Manganese and Manures	630				630					630			62 95
Marble	133												13 20
Mechanics' Tools													
Molasses	607		55							55			87 33
Nails	29		28							28			1 03
Oats	15,378		108	181	15,089					15,197			1,481 32
Oatmeal	95				95					95			9 45
Oil Cake													
Oil Meal													
Ores, (all kinds)	3,046												152 29
Ploughs and Agricultural Implements													
Pork	17		17							17			0 57
Potatoes	28		5	7						5			2 64
Pressed Hay and Broom Corn	70									70			2 34
Regs, Junk and Oakum	3				3					3			0 30
Raw Cotton													
Rye													
Salt	3,844		1,442		2,392					3,834			332 73
Sheep	79			79									2 64
Slate	229												22 90
Spikes													
Stone, Glass and Earthenware	88		35	42						35			8 96
Totals carried over	48,491		5,053	777	30,272			12,389		35,325		13,166	4,486 80

No. 3.—GENERAL STATEMENT shewing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
<i>Totals brought over.</i>	48,491	777	30,272	12,389					35,325	13,166			\$ cts. 4,486 80
Stone	19									19			1 90
Sugar	1,737								15	1,722			259 93
Tallow	38								15	23			3 75
Tin and Steel	91								11	80			9 05
Tobacco, Unmanufactured	4	4								4			0 20
Wheat	5								5				0 83
Whisky, other Spirits and Wines	20								20				1 55
Window Glass	5								5				0 68
Wool													
All Agricultural products not elsewhere described	2,093	11	577										159 74
All other Merchandise do	2,314	294	550	1,264					588	1,505			314 12
Timber, Square, in Vessels	5,156	29	5,127						5,156				514 35
Do. do. in Rafts													
Do. Round or Flatted, in Vessels													
Do. do. do. in Raft													
Boards and sawed Lumber, in Vessels	63,343	4,000	59,340						63,340	3			3,771 87
Do. do. in Rafts	10	10								10			1 20
Staves, Pipe Staves and Headings													
Do. West India do.													
Do. Barrel do.													
Shingles	76	12	64						76				21 48
Fire Wood	2,794	1,847		947						2,794			83 14
Saw Logs													
Barrel Hoops	7		7						7				1 60
Sundry woods, 40 cubic feet to 1 ton.	226	3	213	10					213	13			56 51
Split Posts and Fence Rails	1	1								1			0 40
Empty Barrels	119	29							99	29			15 67

Boat Knees	5								5				0 18
Traverses, Floats, &c.	91	4	87						91				17 92
Grand Totals	126,645	9,564	96,242	4,385		16,454			105,806	20,839			9,722 27
Less drawback for 49 tons of Ordnance Stores													
Total Revenue derived from Tolls on Property													
Do.	do.	do.	do.	Vessels									9,715 42
Do.	do.	do.	do.	Passengers									1,816 97
Do.	do.	Damages and	Fines										43 62
Do.	do.	do.	Rents										98 37
Total Revenue from all sources													
11,674 38													

No. 4.—GENERAL STATEMENT shewing the Quantity of each Article transported on the BURLINGTON BAY CANAL during the Year 1858, and the Amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.		From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		TOTAL S.		AMOUNT OF TOLLS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes (Pot and Pearl).....	214								214		\$ 107 13
Apples, Onions and other Vegetables	46				10				42	4	15 40
Bacon		204									
Bark		4									
Barley											
Beef											
Beer, Cider and Vinegar	59		55	4					55	4	19 66
Bees Wax											
Biscuit											
Bran and Ship Stuff	158				141					158	79 25
Bricks, Lime and Sand	415		397	18					397	18	69 19
Butter	64		6	49	15				6	5	16 89
Carts, Waggons and Sleighs.	11										5 33
Cattle											
Cement and Water Lime	302								302		35 29
Cheese	1								1		0 50
Charcoal	16		16						16		4 14
Clay											
Clover Seed	2								2		0 28
Coal	7,494								7,494		1,498 78
Coffee											
Copperas											
Corn	275								275		45 83
Corn Meal											
Fish	150		148	1					149	1	80 00
Flax and Flax Seed											
Floor	12,393		6	2,088	10,305				17	12,393	3,098 21
Furniture and Baggage	24			7						7	6 06

Gypsum	1											0 46
Hams	8								8			2 67
Hemp	35								4	31		11 52
Hides and Skins (Raw)												
Hogs												
Horns, Hoofs and Bones	47		3	43	1				3	44		7 10
Horses												
Iron, Bloom and Broken Castings												
Do. Pig and Scrap	4,784		4,225	54	405				4,325	459		956 93
Do. Railroad												
Do. Stoves and Castings	2,898		2,850	10					2,888	10		1,448 73
Do. All other not elsewhere described												
Lard												
Lard Oil	173		142	4					169	4		86 70
Manilla												
Manganese and Manures												
Marble												
Mechanic's Tools												
Molasses												
Nails	640		3		637				3	637		149 35
Oats												
Oatmeal												
Oil Cake												
Oil meal												
Ores, (all kinds)												
Ploughs and Agricultural Implements	14											
Pork	30		30						30			7 60
Potatoes												
Pressed Hay and Broom Corn												
Rags, Junk and Oakum	31											5 00
Raw Cotton												
Rye and Rye Meal												
Salt												
Sheep												
Slate												
Spikes												
Stone, Glass and Earthenware	147		114	2					145	2		58 54
<i>Totals carried over</i>	30,432		7,975	2,556	11,545				16,331	14,101		7,826 65

No. 5.—GENERAL STATEMENT shewing the Quantity of each Article transported through the ST. ANN'S LOCK CANAL during the year 1858, and the Amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.	From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to Canadian Ports.		From American to American Ports.		TOTALS.		AMOUNT OF TOLLS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes (Pot and Pearl)	749		749								749	\$ 37 43
Apples, Onions and other Vegetables	9		9								9	0 45
Bacon												
Bark	91		91								91	2 73
Barley and Barley Meal	811		811								811	40 55
Beef												
Beer, Cider and Vinegar	87	87								87		4 35
Bees Wax												
Biscuit												
Bran and Ship Stuff												
Bricks, Lime and Sand	129	9	120							9	120	3 87
Butter	296		296								296	14 90
Carts, Waggon and Sleighs	9	8	1							8	1	0 45
Cattle	140	9	131							9	131	7 00
Cement and Water Lime												
Cheese												
Charcoal												
Clay	19	19								19		0 57
Clover Seed	2		2								2	0 10
Coal	479	479								479		14 33
Coffee												
Copperas												
Corn	3	3								3		0 15
Corn Meal												
Fish	644	644								644		32 20
Flax and Flax Seed												
Flour	1,079	506	573							506	573	53 95
Furniture and Baggage	105	99	6							99	6	5 25

Gypsum													
Hans													
Hemp													
Hides and Skins (Raw)	18		18								18		0 90
Horns, Hoofs and Bones													
Horses	108	35	73							35	73		5 40
Iron, Bloom and Broken Castings													
Do. Pig and Scrap	410	410								410			19 67
Do. Railroad	2,130	2,130								2,130			63 90
Do. Stoves and Castings	284	273	11							273	11		14 20
Do. All other not elsewhere described	761	756	5							756	5		38 05
Lard													
Lard Oil	200	200								200			10 00
Manilla	41	41								41			2 05
Manganese and Manures	60		60								60		1 80
Marble	15	15								15			0 75
Mechanics' Tools													
Molasses	317	317								317			15 85
Nails	285	285								285			14 25
Oats	869		869								869		43 45
Oat Meal	35	5	30							5	30		1 75
Oil Cake													
Oil Meal													
Ores (all kinds)													
Ploughs and Agricultural Implements	55	55								55			2 75
Pork	401	368	33							368	33		20 05
Potatoes	42		42								42		2 10
Pressed Hay and Broom Corn													
Rags, Junk and Oakum													
Raw Cotton													
Rye and Rye Meal													
Salt	2,376	2,376								2,376			71 57
Sheep	18		18								18		0 90
Slate	10	10								10			0 50
Spikes	64	64								64			3 20
Stone, Glass and Earthenware	255	255								255			12 75
Totals carried over	13,408	9,458	3,950							9,458	3,950		564 22

No. 6.—SUMMARY STATEMENT of the business of the WELLAND, ST. ANN'S LOCKS, shewing the Total Quantity of each description collected during the year 1858.

ARTICLES.	Welland Canal.		St. Lawrence Canal.	
	Tons.	Tolls.	Tons.	Tolls.
VESSLS OF ALL KINDS.....	1,148,771	\$ cts. 25,167 37	757,810	\$ cts. 7,967 78
PASSENGERS.....Number.	10,599	317 52	20,962	1,136 51
THE FOREST.				
<i>Produce of Wood</i> —Boards and other sawed } Lumber.....	61,848	7,803 53	87,146	1,883 46
Cord Wood.....	64,255	1,274 01	202,629	6,877 66
Shingles.....	90	52 72	112	18 57
Staves.....	38,715	5,625 81	20,607	2,476 16
Bark.....	1,065	46 13	595	39 12
Timber and other Woods.....	69,609	11,917 72	35,409	946 29
Total Forest.....	235,582	26,719 92	346,498	12,241 26
AGRICULTURE.				
<i>Farm Stock</i> —Cattle, Sheep and Hogs.....	128	4 84	969	175 44
Horses.....	162	53 40	301	64 38
Total Farm Stock.....	290	58 24	1,270	239 82
<i>Produce of Animals</i> —Bacon and Hams.....	435	167 37	68	17 07
Beef and Pork.....	3,022	874 95	1,107	193 07
Butter and Cheese.....	191	48 56	641	94 28
Hides, Skins, Horns, Hoofs and Bones.....	336	108 69	354	61 39
Lard, Tallow and Bees Wax.....	609	170 89	183	45 19
Wool.....	165	46 90	11	2 65
Total Animal Produce.....	4,758	1,417 36	2,364	413 65
<i>Vegetable Food</i> —Barley, Oats and other Grains.....	11,918	3,015 39	6,828	889 93
Bran and Ship Staff.....	1,919	174 61	676	166 93
Corn Meal, Oat Meal and Oil Meal.....	128	28 30	186	32 47
Corn.....	102,387	20,207 24	4,137	661 40
Flour.....	44,336	11,761 52	61,536	12,520 75
Onions, Apples and Potatoes.....	822	156 58	374	51 23
Wheat.....	245,954	79,370 40	51,387	8,634 49
Total Vegetable Food.....	407,524	114,714 04	125,124	22,957 20
<i>Other Agricultural Products</i> —Seeds, all sorts.....	126	31 88	228	17 95
Hay, Straw and Broom Corn.....	7	1 77	4	0 59
Hemp and Manilla.....	287	88 73	116	17 56
Raw Cotton.....	36	9 00		
Tobacco.....	195	38 48	96	15 81
Other Articles not enumerated.....	1,159	346 46	7,250	1,566 93
Total Agricultural Products....	1,810	516 32	7,694	1,618 84

ST. LAWRENCE, CHAMBLY and BURLINGTON BAY CANALS, ST. OURS and of Property passing through and on the same, and the Amount of Tolls

Chamby Canal, including St. Ours' Lock.		Burlington Bay Canal.		St. Ann's Lock.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
159,823	\$ cts. 1,816 97	153,033	\$ cts. 1,046 00	182,703	\$ cts. 2,283 80
2,298	43 62			11,232	110 76
63,353	3,773 07	12,520	751 20	60,999	1,108 42
2,794	83 14	221	2 30	75,542	703 01
76	21 48	1	0 10	63	15 17
		5,143	453 67	995	24 05
				91	2 73
5,486	583 51	88	1 40	550	17 93
71,709	4,461 20	17,973	1,208 67	138,240	1,871 31
102	3 76			176	8 80
2	0 20	47	7 10	108	5 40
104	3 96	47	7 10	284	14 20
		1	0 46		
17	0 57	14	7 60	401	20 05
4	0 40	65	17 39	298	14 90
7	0 70	35	11 52		
38	3 75				
5	0 68	4	1 90		
71	6 10	119	38 87	699	34 95
25,163	2,393 78	640	149 35	1,680	84 10
		158	79 25		
95	9 45			35	1 75
25	0 83	275	45 83	3	0 15
298	28 90	12,393	3,098 21	1,079	53 95
760	75 70	76	20 40	51	2 55
4	0 20	5,462	842 06	179	8 95
26,345	2,508 86	19,004	4,235 10	3,027	151 45
80	5 88	2	0 28	2	0 10
70	2 34				
		8	2 67	41	2 05
91	9 05	10	10 10		
2,726	230 19	1,074	167 34	159	6 75
2,967	247 46	1,094	180 39	202	8 90

No. 6.—SUMMARY STATEMENT of the business of the WELLAND,

ARTICLES.	Welland Canal.		St. Lawrence Canal.	
	Tons.	Tolls.	Tons.	Tolls.
MANUFACTURES.		\$ cts.		\$ cts.
Ashes, (Pot and Pearl).....	311	49 36	3,937	632 75
Biscuit and Crackers.....			27	1 99
Bricks, Lime and Sand.....	2,730	296 95	2,345	156 41
Cement, Water Lime and Clay.....	4,951	976 02	1,956	179 55
Cider, Beer and Vinegar.....	69	15 02	415	80 99
Domestic Spirits and Wines.....	1,305	433 36	923	186 57
Empty Barrels.....	164	15 11	425	46 05
Stone, Earthen and Glassware.....	1,197	365 26	1,554	379 29
Railroad Iron.....	20,650	4,121 30	23,137	2,952 15
Scrap, Pig and Broken Castings.....	4,702	927 00	5,947	687 71
Spikes, Nails, Tin and Steel.....	1,878	486 72	2,913	629 26
Stoves and Castings.....	1,959	481 11	4,049	876 41
Iron, not described elsewhere.....	3,416	891 68	7,963	1,343 85
Oil.....	281	70 62	332	45 41
Oil Cake.....	160	39 88	47	7 32
Salt.....	92,782	18,369 12	13,989	1,214 33
Sugar and Molasses.....	4,695	1,431 99	5,726	916 67
Vehicles and Agricultural Implements.....	351	105 91	498	55 70
Window Glass.....	432	116 33	586	126 09
Total Manufactures.....	142,031	29,192 74	76,769	10,518 50
MERCHANDISE.				
Coffee.....	1,376	439 85	25	6 39
Coal.....	35,642	6,635 69	20,001	913 71
Fish.....	1,130	349 50	2,153	449 90
Furniture and Baggage.....	814	260 92	790	179 96
Gypsum.....	1,974	103 94	860	41 66
Marble, Slate and Stone.....	7,355	975 37	13,208	377 44
Ores (all kinds).....	10,612	660 63	431	21 12
Rags, Junk and Oakum.....	30	6 65	568	80 37
All other Merchandise not elsewhere } described.....	4,184	3,770 27	7,803	4,543 24
Total Merchandise.....	63,117	13,202 82	45,839	6,613 79.
Grand Totals—(Tonnage of Vessels and } Passengers not included).....	855,112	211,306 33	605,558	63,707 35
Less drawback on Free Articles.....		2,945 03		9,020 04
Grand Total Tolls.....		208,361 30		54,686 71

ST. LAWRENCE, CHAMBLY and BURLINGTON BAY CANALS, &c.—Continued.

Chamby Canal, including St. Ours' Lock.		Burlington Bay Canal.		St. Ann's Lock.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.
540	51 20	214	107 13	749	37 43
901	102 82	415	69 19	129	3 87
18	1 75	302	35 29	19	0 57
56	4 94	59	19 66	87	4 35
5	0 83	159	79 50	150	7 50
119	15 67	17	1 47	53	2 65
88	8 96	147	58 54	255	12 75
1,649	164 90			2,130	63 90
697	67 85	4,784	956 93	410	19 67
29	1 03			446	22 30
196	18 89	2,898	1,448 73	284	14 20
41	4 05			761	38 05
3	0 30	173	86 70	200	10 00
3,844	332 73			2,376	71 57
2,344	347 26	1,031	687 28	748	37 40
3	0 40	11	5 33	64	3 20
20	1 55			84	4 20
10,553	1,125 13	10,210	3,555 75	8,945	353 61
4	0 53				
8,871	839 12	7,494	1,498 78	479	14 33
77	10 98	150	80 00	644	32 20
85	10 88	24	6 06	105	5 25
115	3 84				
381	38 00	655	21 82	45	1 85
3,016	152 29				
3	0 30	31	10 11		
2,314	314 12	2,453	1,902 24	1,774	88 70
14,896	1,370 06	10,807	3,519 01	3,047	142 33
126,645	11,583 36	59,254	13,790 89	154,444	4,971 31
	7 35				63 90
	11,576 01		13,790 89		4,907 41

No. 7.—STATEMENT shewing the Monthly Receipt of Tolls at the different Offices of the several Canals, during the Year 1858.

CANALS AND OFFICES.	March.	during the Year 1858.												TOTALS.	
		April.	May.	June.	July.	August.	September.	October.	November.	December.	\$	cts.	\$	cts.	
<i>Welland Canal.</i>															
Chippawa		70 53	64 19	40 45	107 38	133 98	72 08	50 24	45 74	4 89	589 48				
Colborne	3 67	22,087 83	26,792 72	19,179 85	23,107 19	14,759 40	17,859 04	18,058 68	9,909 06	561 76	153,219 20				
Dalhousie		3,834 71	6,991 82	5,114 39	5,283 32	5,754 38	7,698 39	6,999 49	3,724 98	42 89	45,444 37				
Dunnville		199 53	516 04	303 04	457 96	169 71	289 39	309 25	221 27	3 49	2,461 88				
Mariland		100 28	144 33	78 75	740 53	199 10	144 98	36 64	11 70	11 70	1,456 33				
Robinson		390 08	966 03	448 24	491 22	347 14	276 39	407 26	185 05	12 16	3,521 57				
St. Catherine's		183 90	106 44	127 66	98 86	255 34	181 69	351 02	532 44	28 12	1,668 47				
Total Welland	3 67	26,858 86	35,581 57	25,292 38	30,286 48	21,619 05	26,525 16	27,112 58	14,428 24	653 31	208,361 30				
<i>St. Lawrence Canal.</i>															
Beaulieu			104 70	92 73	100 76	71 77	74 55	90 76	69 62		605 09				
Corwall			26 42	19 47	28 74	12 50	19 79	36 19	39 93		183 04				
Williamsburg			11 72	10 28	19 78	7 89	22 10	13 92	16 84	4 01	106 54				
Montreal			10,063 72	8,790 13	6,995 59	6,799 82	6,209 65	8,652 13	5,035 17		52,546 21				
Lachine			145 98	212 96	260 39	248 65	193 89	104 43	79 51		1,245 83				
Total St. Lawrence			10,352 54	9,125 57	7,405 26	7,140 63	6,520 18	8,897 45	5,241 07	4 01	54,686 71				
<i>Chambly Canal.</i>															
Chambly		4 40	1,371 37	1,553 67	1,277 53	1,085 88	1,028 94	1,447 02	943 76		8,754 57				
St. John's		52 88	309 36	423 94	334 48	384 99	360 31	473 21	212 94		2,552 11				
St. Ours		14 63	22 39	46 27	34 22	22 31	30 32	93 12	36 07		299 33				
Total Chambly		71 91	1,703 12	2,025 88	1,646 23	1,493 18	1,429 57	2,013 35	1,192 77		11,576 01				
<i>Burlington Bay Canal.</i>															
Hamilton			1,421 50	1,809 29	1,543 72	1,637 76	1,938 07	2,481 90	1,371 66	311 61	13,790 89				
<i>St. Ann's Lock.</i>															
St. Ann's		37 04	654 38	725 06	794 50	663 10	783 05	771 70	478 58		4,907 41				
Grand Totals	367	28,243 19	49,713 11	38,978, 18	41,676 19	32,553 72	37,196 03	41,276 98	22,712 32	968 93	293,322 32				

No. 9.—STATEMENT shewing the Number, National Character and Tonnage of Vessels which passed on and through the WELLAND, ST. LAWRENCE, CHAMBLEY and BURLINGTON BAY CANALS, ST. OURS and St. ANN'S LOCKS, during the Year 1858, and the Amount of Tolls collected thereon.

VESSELS.	TOTALS.		From Canadian to Canadian Ports.				From Canadian to American Ports.				From American to Canadian Ports.				From American to American Ports.				TOTALS.				Amount of Tolls on Vessels.
			Up.		Down.		Up.		Down.		Up.		Down.		Up.		Down.		Up.		Down.		
			No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
WELLAND CANAL—																							
Canadian Sailing and other Vessels.....	2,298	335,559	605	94,398	607	85,740	197	34,222	315	38,514	319	37,396	255	45,289					1,121	166,016	1,177	169,543	6,420 42
“ Steamers.....	230	25,335	75	10,697	75	11,530	1	200	38	1,248	39	1,278	2	382				115	12,175	115	13,160	224 14	
Total Canadian.....	2,528	360,894	680	105,095	682	97,270	198	34,422	353	39,762	358	38,674	257	45,671				1,236	178,191	1,292	182,703	6,644 56	
American Sailing and other Vessels.....	2,349	642,600	28	3,197	10	1,116	145	34,422	97	19,403	58	8,846	118	30,042	979	284,555	914	261,079	1,210	330,960	1,139	311,640	15,718 30
“ Steamers.....	823	145,277	20	1,038	18	846			235	17,462	234	17,706	6	990	156	54,511	154	52,724	410	73,255	413	72,022	2,804 50
Total American.....	3,172	787,877	48	4,175	28	1,962	145	34,422	332	36,865	292	26,552	124	31,032	1,135	339,066	1,068	313,803	1,620	404,215	1,552	383,662	18,522 80
Grand Total—Welland Canal.....	5,700	1,148,771	728	109,270	710	99,232	343	68,840	685	76,627	650	65,226	381	76,703	1,135	339,066	1,068	313,803	2,856	582,406	2,844	566,365	25,167 36
ST. LAWRENCE CANAL—																							
Canadian Sailing and other Vessels.....	6,278	529,685	2,806	231,049	2,673	232,823	25	3,388	308	25,709	436	32,810	30	5,207				3,267	267,247	3,011	262,439	4,546 90	
“ Steamers.....	2,009	196,156	983	100,630	888	88,948	5	662	42	1,284	86	2,810	5	572				1,074	104,052	935	92,104	3,015 64	
Total Canadian.....	8,287	725,842	3,789	331,679	3,561	321,771	30	4,050	350	26,993	522	35,620	35	5,779				4,341	371,299	3,946	354,543	7,562 54	
American Sailing and other Vessels.....	309	28,909	4	160	4	184	35	7,539	92	4,540	117	5,934	48	9,395	4	386	5	771	160	14,019	149	14,890	356 79
“ Steamers.....	25	3,059					4	1,092	4	132	4	132	4	1,455	9	198		17	1,472	8	1,587	48 45	
Total American.....	334	31,968	4	160	4	184	39	8,631	96	4,672	121	6,066	52	10,850	13	584	5	771	177	15,491	157	16,477	405 24
Grand Total—St. Lawrence Canal.....	8,621	757,810	3,793	331,839	3,565	321,955	69	12,681	446	31,665	643	41,686	87	16,629	13	584	5	771	4,518	386,790	4,103	371,020	7,967 78
CHAMBLEY CANAL—																							
Canadian Sailing and other Vessels.....	1,516	101,927	126	6,178	149	8,084	642	44,875					599	42,790				768	51,053	748	50,874	1,227 41	
“ Steamers.....	457	22,252	171	9,485	171	9,448	59	1,694					56	1,625				230	11,179	227	11,073	150 68	
Total Canadian.....	1,973	124,179	297	15,663	320	17,532	701	46,569					655	44,415				998	62,232	975	61,947	1,378 09	
American Sailing and other Vessels.....	693	34,683	2	108	2	135	342	17,053					347	17,387				344	17,161	349	17,522	427 04	
“ Steamers.....	16	961	1	25	2	50	6	390					7	496				7	415	9	546	11 84	
Total American.....	709	35,644	3	133	4	185	348	17,443					354	17,883				351	17,576	358	18,068	438 88	
Grand Total—Chambley Canal.....	2,682	159,823	300	15,796	324	17,717	1,049	64,012					1,009	62,298				1,439	79,808	1,333	80,015	1,816 97	
BURLINGTON BAY CANAL—																							
Canadian Sailing and other Vessels.....	237	25,308	38	3,328	39	3,529	80	9,226	80	9,225								118	12,554	119	12,754	414 00	
“ Steamers.....	439	121,537	150	40,124	149	39,800					70	20,807	70	20,806				220	60,931	219	60,606	562 00	
Total Canadian.....	676	146,845	188	43,452	188	43,329	80	9,226	80	9,225	70	20,807	70	20,806				338	73,485	338	73,360	976 00	
American Sailing and other Vessels.....	31	4,867					15	2,325	16	2,542								15	2,325	16	2,542	62 00	
“ Steamers.....	4	1,321									2	661	2	660				2	660		660	8 00	
Total American.....	35	6,188					15	2,325	16	2,542	2	661	2	660				17	2,986	18	3,202	70 00	
Grand Total—Burlington Bay Canal.....	711	153,033	188	43,452	188	43,329	95	11,551	96	11,767	72	21,468	72	21,466				355	76,471	356	76,562	1,046 00	
ST. ANN'S LOCK CANAL—																							
Canadian Sailing and other Vessels.....	2,109	137,252	1,078	69,069	706	41,490			325	26,693								1,078	69,069	1,031	68,183	1,715 65	
“ Steamers.....	741	41,863	393	22,673	332	18,530			16	660								393	22,673	348	19,190	523 29	
Total Canadian.....	2,850	179,115	1,471	91,742	1,038	60,020			341	27,353								1,471	91,742	1,379	87,373	2,238 94	
American Sailing and other Vessels.....	72	3,588							36	1,794	36	1,794						36	1,794	36	1,794	44 86	
“ Steamers.....																							
Total American.....	72	3,588							36	1,794	36	1,794						36	1,794	36	1,794	44 86	
Grand Total—St. Ann's Lock Canal.....	2,922	182,703	1,471	91,742	1,038	60,020			377	29,147	36	1,794						1,507	93,536	1,415	89,167	2,283 80	
RECAPITULATION.																							
CANADIAN VESSELS AND STEAMERS.																							
Welland.....	2,528	360,894	680	105,095	682	97,270	198	34,422	353	39,762	358	38,674	257	45,671				1,236	178,191	1,292	182,703	6,644 56	
St. Lawrence.....	8,287	725,842	3,789	331,679	3,561	321,771	30	4,050	350	26,993	522	35,620	35	5,779				4,341	371,299	3,946	354,543	7,562 54	
Chambley.....	1,973	124,179	297	15,663	320	17,532	701	46,569					655	44,415				998	62,232	975	61,947	1,378 09	
Burlington Bay.....	676	146,845	188	43,452	188	43,329	80	9,226	80	9,225	70	20,807	70	20,806				338	73,485	338	73,360	976 00	
St. Ann's Lock.....	2,850	179,115	1,471	91,742	1,038	60,020			341	27,353			70	20,806				1,471	91,742	1,379	87,373	2,238 94	
Total Canadian Vessels.....	16,314	1,536,875	6,425	587,631	5,789	539,922	1,009	94,267	1,124	103,333	950	95,101	1,017	116,871				8,384	776,949	7,930	759,926	18,797 13	
AMERICAN VESSELS AND STEAMERS.																							
Welland.....	3,172	787,877	48	4,175	28	1,962	145	34,422	332	36,865	292	26,552	124	31,032	1,135	339,066	1,068	313,803	1,620	404,215	1,552	383,662	18,522 80
St. Lawrence.....	334	31,968	4	160	4	184	39	8,631	96	4,672	121	6,066	52	10,850	13	584	5	771	177	15,491	157	16,477	405 24
Chambley.....	709	35,644	3	133	4	185	348	17,443					354	17,883				351	17,576	358	18,068	438 88	
Burlington Bay.....	35	6,188					15	2,325	16	2,542			2	661				17	2,986	18	3,202	70 00	
St. Ann's Lock.....	72	3,588							36	1,794	36	1,794						36	1,794	36	1,794	44 86	
Total American Vessels.....	4,322	865,265	55	4,468	36	2,331	547	62,821	480	45,873	451	35,073	532	60,425	1,148	339,650	1,073	314,574	2,201	442,062	2,121	423,203	19,481 78
Grand Total—Canadian and American.....	20,636	2,402,140	6,480	592,099	5,825	542,253	1,556	157,088	1,604	149,206	1,401	130,174	1,549	177,096	1,148	339,650	1,073	314,574	5,085	1,219,011	10,051	1,183,129	38,278 91

NOTE.—This Table is computed from the aggregate number of Trips each Vessel made during the Season of Navigation—For the Number and Tonnage actually employed, see Table No. 13.

No. 10.—COMPARATIVE STATEMENT of the Number and Tonnage of Vessels and Goods passed through and on the undermentioned Canals for the Years 1855, 1856, 1857 and 1858, distinguishing the up and down Trade.

PROPERTY AND VESSELS.	WELLAND.				ST. LAWRENCE.				CHAMBLY.				BURLINGTON BAY.				ST. ANN'S LOCK.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
Tonnage of Property up.....	220,012	276,919	245,256	195,144	122,205	131,430	134,382	110,807	101,419	107,878	112,634	105,806	39,444	47,642	32,952	21,195	14,285	10,784	10,425	11,839
Do. do. down.....	629,321	699,637	655,816	659,968	419,049	503,106	459,270	494,751	16,065	21,788	21,053	20,839	40,766	49,462	36,799	38,059	112,076	158,617	138,420	142,605
Total Tonnage of Property up and down.	849,333	976,556	901,072	855,112	541,254	634,536	593,652	605,558	117,484	129,666	133,687	126,645	80,210	97,104	69,751	59,254	126,361	169,401	148,845	154,444
Tonnage of Vessels up.....	491,364	594,266	582,282	582,406	335,672	367,142	351,324	386,790	67,737	74,374	77,676	79,808	328,255	411,380	113,170	76,471	76,919	90,179	92,683	93,536
Do. do. down.....	560,103	584,980	566,149	566,365	319,832	347,899	338,707	371,020	69,064	76,696	80,388	80,015	34,797	38,663	29,240	76,562	74,271	87,507	84,273	89,167
Total Tonnage of Vessels up and down...	1,051,467	1,179,246	1,148,434	1,148,771	655,504	715,041	690,031	757,810	136,801	151,070	158,064	159,823	363,052	450,043	142,410	153,033	151,190	177,686	176,956	182,703
Grand Total Tonnage of Property and Vessels up and down.....	1,900,800	2,155,802	2,049,506	2,003,883	1,196,758	1,349,577	1,283,683	1,363,368	254,285	280,736	291,751	286,668	443,362	547,147	212,161	212,287	277,551	347,087	325,801	337,147

No. 11.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the WELLAND, ST. LAWRENCE, CHAMBLY, (including St. Ours Lock) and BURLINGTON BAY CANALS, and ST. ANN'S Lock, for the Year 1858 and three preceding Years.

GOODS WARES AND MERCHANDISE.	WELLAND CANAL.				ST. LAWRENCE CANAL.				CHAMBLY CANAL.				BURLINGTON BAY CANAL.				ST. ANN'S LOCK.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
Farm Stock.....	185	310	247	290	2,491	1,961	1,567	1,270	10	10	44	104	105	18	45	47	174	287	285	284
Forest.....	264,723	273,038	300,987	235,582	306,489	302,716	327,343	346,498	90,854	87,822	89,758	71,709	8,994	9,559	19,528	17,973	109,718	154,457	133,381	138,240
Manufactures.....	160,116	161,959	140,636	142,031	87,611	92,075	92,223	76,769	6,813	10,321	9,874	10,553	16,458	18,365	14,557	10,210	7,389	6,692	6,876	8,945
Merchandise.....	93,251	99,588	114,170	63,117	45,958	87,236	46,132	45,839	10,628	10,078	14,440	14,896	23,937	26,307	17,775	10,807	6,783	3,916	5,072	3,047
Vegetable Food.....	318,641	408,405	338,334	407,524	89,554	132,177	120,306	125,124	7,263	1,519	18,117	26,345	29,947	40,442	17,650	19,004	1,376	1,650	2,185	3,027
Other Agricultural Products.....	12,417	33,405	6,698	6,568	9,151	18,371	6,081	10,058	1,916	19,916	1,454	3,038	719	2,413	196	1,213	921	2,399	1,046	901
Total Tons.....	849,333	976,705	901,072	855,112	541,254	634,536	593,652	605,558	117,484	129,666	133,687	126,645	80,210	97,104	69,751	59,254	126,361	169,401	148,845	154,444
Passengers.....	15,276	17,424	17,232	10,599	42,678	38,530	31,962	20,962	2,581	1,777	2,423	2,299	.....	.....	.....	.....	15,876	12,731	11,614	11,232
No. of Vessels and Boats of all kinds...	6,779	6,766	6,239	5,700	7,899	8,306	7,872	8,621	2,347	2,617	2,631	2,682	1,319	885	692	711	2,565	2,874	2,849	2,922
Total Tonnage of Vessels & Boats do..	1,051,467	1,179,246	1,148,434	1,148,771	655,504	715,041	690,031	757,810	136,801	151,070	158,064	159,823	363,052	450,043	142,410	153,033	151,190	177,686	176,956	182,703
	WELLAND.				ST. LAWRENCE.				CHAMBLY.				BURLINGTON BAY.				ST. ANN'S LOCK.			
	Percentage of Decrease in 1858 compared with 1857.		Percentage of Increase of 1858 over 1855.		Percentage of Increase of 1858 over 1857.		Percentage of Increase of 1858 over 1855.		Percentage of Decrease in 1858 compared with 1857.		Percentage of Increase of 1858 over 1855.		Percentage of Decrease in 1858 compared with 1857.		Percentage of Decrease in 1858 compared with 1855.		Percentage of Increase of 1858 over 1857.		Percentage of Increase of 1858 over 1855.	
	(A) 5.11		0.68		2.00		11.88		5.28		7.79		15.06		26.13		3.76		22.22	

The average decrease of the movement of Property on the five Canals in 1858 compared with 1857, is 2.49 per cent.

The average Increase of the movement of Property on the five Canals in 1858 over 1855, is 5.03 per cent.

(A) This Table of percentage applies to the first line of Totals shewing the movement of Property.

No. 12.—AN ACCOUNT of the Gross and NET REVENUE derived from Canal Tolls for the year 1858, as compared with the Five preceding years.

	YEARS.					1858.
	1853.	1854.	1855.	1856.	1857.	
Gross Receipt of Tolls.....	\$ cts. 383,257 03	\$ cts. 331,061 25	\$ cts. 324,691 42	\$ cts. 381,582 08	\$ cts. 330,107 33	\$ cts. 293,322 32
Charges for Collection (1).....	65,278 12	74,865 57	78,951 07	101,665 03	107,548 80	106,865 23
Net Revenue, (Repairs and Incidental Expenses } not deducted.....	317,978 91	256,195 68	245,740 35	279,917 05	222,558 53	186,437 09
Average Yearly Net Revenue.....						\$251,471 27

(1) This covers expenses attending Lock Tenders and Masters as well as Collectors of Tolls.

No. 13.—STATEMENT of the Number and Tonnage of all kinds of Vessels in the year 1858, and a Table shewing the

C A N A D I A N .												
SAILING AND OTHER VESSELS.						STEAM VESSELS.						
Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.	
Brought up.			667			Brought up.			65			3,504
4	8	32	170	3	510	6	1	6	120	1	120	
8	18	144	175	11	1,925	10	2	20	126	1	126	
10	6	60	180	6	1,080	16	1	16	128	1	128	
15	14	210	185	5	925	17	1	17	131	1	131	
20	10	200	190	4	760	20	3	60	132	1	132	
25	7	275	195	4	780	22	2	44	136	1	136	
30	8	240	200	9	1,800	24	1	24	140	1	140	
35	5	175	205	4	820	25	1	25	144	2	288	
40	32	1,280	210	3	630	30	1	30	156	1	156	
45	17	765	215	3	645	32	2	64	172	1	172	
50	25	1,250	220	4	880	35	1	35	176	1	176	
55	20	1,100	225	4	900	36	1	36	184	1	184	
60	28	1,680	230	5	1,150	35	1	35	186	1	186	
65	18	1,170	235	2	470	40	3	120	195	1	195	
70	45	3,150	240	3	720	42	2	84	200	1	200	
75	39	2,925	245	1	245	44	2	88	221	1	221	
80	56	4,480	250	8	2,000	45	6	228	223	1	223	
85	43	3,665	255	4	1,020	52	2	104	225	1	225	
90	27	2,430	260	2	520	54	1	54	226	1	226	
95	18	1,710	265	5	1,325	55	4	220	250	1	250	
100	52	5,200	270	4	1,080	57	3	171	260	1	260	
105	10	1,050	275	2	550	60	2	120	300	3	900	
110	11	1,210	280	2	560	63	3	189	400	1	400	
115	33	3,794	285	2	570	64	4	256	.....	.....	.....
120	25	3,000	290	3	870	66	1	66	.....	.....	.....
125	12	1,500	295	1	295	79	2	158	.....	.....	.....
130	11	1,430	300	1	1,800	84	1	84	.....	.....	.....
135	11	1,485	310	5	1,550	88	2	176	.....	.....	.....
140	9	1,260	320	6	1,920	95	1	95	.....	.....	.....
145	6	870	330	1	330	96	2	192	.....	.....	.....
150	19	2,850	340	5	1,700	99	1	99	.....	.....	.....
155	6	930	350	4	1,400	100	2	200	.....	.....	.....
160	12	1,920	380	6	2,280	105	2	210	.....	.....	.....
165	6	990				114	1	114	.....	.....	.....
Carried up	667	54,430	Totals.	804	88,440	Carried up	65	3,504	Totals.	91	8,679	

NUMBER AND AVERAGE TONNAGE OF ALL

C A N A D I A N .							
Class.	Sailing and Other Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.
1	250 Tons to 380 Tons	66	19,770	1	250 Tons to 400 Tons	6	1,810
2	200 Tons to 250 Tons	38	8,260	2	200 Tons to 250 Tons	5	1,095
3	150 Tons to 200 Tons	76	12,670	3	150 Tons to 200 Tons	6	1,069
4	100 Tons to 150 Tons	180	20,779	4	100 Tons to 150 Tons	14	1,725
5	50 Tons to 100 Tons	319	23,560	5	50 Tons to 50 Tons	29	1,984
6	Under 50 Tons	125	3,381	6	Under 50 Tons	31	996
Totals		804	88,440	Totals		91	8,679

passing through and on the Canadian Canals, during the Season of Navigation, Number and average Tonnage in Six Classes.

A M E R I C A N .											
SAILING AND OTHER VESSELS.						STEAM VESSELS.					
Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.	Tonnage.	No.	Total Tonnage.
Brought up.			277			Brought up.			17,725		
10	7	70	180	6	1,080	15	1	15	21	1	21
15	14	210	185	5	925	21	1	21	23	1	23
20	16	320	190	6	1,140	23	1	23	25	1	25
25	11	275	195	7	1,365	25	1	25	30	1	30
30	9	270	200	6	1,200	30	1	30	37	1	37
35	15	525	205	2	410	37	1	37	40	2	80
40	20	800	210	11	2,310	40	2	80	47	1	47
45	28	1,260	215	7	1,505	47	1	47	49	1	49
50	26	1,300	220	2	440	49	1	49	52	1	52
55	20	1,100	225	5	1,125	52	1	52	54	1	54
60	16	960	230	5	1,150	54	1	54	64	2	128
65	19	1,235	235	4	940	64	2	128	71	1	71
70	6	420	240	3	720	71	1	71	80	2	160
75	3	225	245	9	2,205	80	2	160	100	1	100
80	2	160	250	12	3,000	100	1	100	104	2	208
85	3	255	255	14	3,570	104	2	208	107	1	107
90	4	360	260	6	1,560	107	1	107	127	1	127
95	2	190	265	9	2,385	127	1	127	225	1	225
100	3	300	270	5	1,350	225	1	225	227	1	227
105	2	210	275	6	1,450	227	1	227	292	1	292
110	4	440	280	7	1,960	292	1	292	326	1	326
115	5	575	290	18	5,220	326	1	326	341	1	341
120	7	840	300	25	7,500	341	1	341	344	1	344
125	2	250	300	20	6,400	344	1	344	349	1	349
130	3	390	330	6	1,980	349	1	349	352	2	704
135	5	675	340	13	4,420	352	2	704	354	2	708
140	1	140	350	12	4,200	354	2	708	366	1	366
145	1	145	360	13	4,680	366	1	366	372	1	372
150	4	600	370	20	7,400	372	1	372	375	1	375
155	1	155	380	18	6,840	375	1	375	378	1	378
160	2	320	400	3	1,200	378	1	378	.....	.....	.....
165	1	165	412	4	1,640	.....	.....	.....	.....	.....	.....
170	8	1,360				.....	.....	.....	.....	.....	.....
175	7	1,225				.....	.....	.....	.....	.....	.....
Carried up	277	17,725	Totals.	584	108,015	Carried up	38	6,725	Totals.	38	6,725

VESSELS DIVIDED INTO SIX CLASSES.

A M E R I C A N .							
Class.	Sailing and other Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.
1	250 Tons to 412 Tons	229	73,775	1	250 Tons to 384 Tons	14	4,989
2	200 Tons to 250 Tons	54	12,005	1	200 Tons to 250 Tons	2	452
3	150 Tons to 200 Tons	47	8,335	3	150 Tons to 200 Tons	.....	.....
4	100 Tons to 150 Tons	33	3,965	4	100 Tons to 150 Tons	5	542
5	50 Tons to 100 Tons	101	6,205	5	50 Tons to 100 Tons	7	465
6	Under 50 Tons	120	3,730	6	Under 50 Tons	10	327
Totals		584	108,015	Totals		38	6,725

No. 14.—COMPARATIVE STATEMENT shewing the Quantity of 1857 and 1858, and also the

ARTICLES.	1857.		1858.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Apples, Onions and other Vegetables..	2,273	352 08	1,355	187 62
Ashes, (Pot and Pearl)	4,912	907 27	5,751	877 87
Bacon	49	9 05	69	19 54
Bark	1,070	80 57	1,751	87 98
Barley and Barley Meal	10,389	991 25	14,731	1,561 27
Beef	1,143	503 63	1,048	334 19
Beer	264	79 70	146	36 64
Bees Wax	3	98		
Biscuit and Crackers	8	52	27	1 99
Bran and Ship Stuff.	716	138 65	2,783	420 79
Brick, Lime and Sand.	10,818	934 03	6,520	629 24
Butter	926	121 03	1,057	141 50
Carts and Vehicles	586	200 28	457	79 26
Cattle	1,109	194 23	868	144 47
Cement and Water Lime	7,073	1,316 75	7,089	1,166 40
Charcoal	7	3 15	16	4 14
Cheese	169	57 98	142	34 03
Cider	13	2 90	29	4 17
Clay	521	60 07	157	26 78
Clover and other Seeds.	81	23 72	210	38 14
Coal	108,737	17,323 97	72,487	9,901 63
Coffee	1,123	493 38	1,405	446 77
Copperas	11	4 97	22	5 42
Corn and Corn Meal.	89,732	18,407 12	106,945	20,935 96
Fish	5,541	1,559 88	4,154	922 58
Flax and Flax Seed.	218	20 98	228	17 95
Flour	113,117	34,215 83	119,642	27,463 33
Furniture and Baggage.	2,535	850 08	1,818	463 07
Gypsum	5,076	345 82	2,949	149 44
Hams	506	193 07	435	165 36
Hemp	36	5 70	103	20 03
Hides and Skins, (Raw)	542	203 17	531	158 93
Hogs	300	34 43	234	19 36
Horns, Hoofs and Bones.	195	40 75	201	23 37
Horses	588	152 85	620	130 48
Iron, (Bloom and Broken Castings)	702	138 95	724	140 18
Do. (Pig)	21,884	3,689 50	13,252	2,199 84
Do. (Railroad)	67,114	12,146 27	47,566	7,302 25
Do. (Scrap)	5,950	1,083 79	2,564	319 14
Do. (Stoves and Castings)	5,418	1,363 37	9,386	2,839 34
Do. (All other not elsewhere described)	17,387	4,131 75	12,181	2,277 63
Lard	191	59 80	531	150 32
Manganese and Manures	793	47 00	1,128	82 38
Manilla	387	276 27	349	90 98
Marble	919	165 13	684	96 35
Mechanics' Tools	68	30 22	11	2 65
Molasses	4,943	1,231 02	2,855	520 81
Nails	4,090	1,029 22	3,602	753 94
Oats and Oat Meal	13,007	1,706 48	30,868	4,811 70
Carried up	513,240	106,928 98	481,651	88,207 21

each Article transported on the PROVINCIAL CANALS during the years Amount of Toll paid thereon.

ARTICLES.	1857.		1858.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Brought up.....	513,240	106,928 98	481,651	88,207 21
Oil	1,138	308 83	989	213 03
Oil Cake and Oil Meal.....	2,281	681 72	228	52 96
Ores, (Copper and Iron)	21,493	1,318 87	14,089	834 04
Ploughs and Agricultural Implements.	461	125 82	470	91 28
Pork	5,691	1,306 97	3,513	762 05
Potatoes	931	159 38	730	118 84
Pressed Hay and Broom Corn.....	314	70 07	81	4 70
Rags, Junk and Oakum.....	588	122 87	632	97 43
Raw Cotton.....	9	4 05	36	9 00
Rye	350	58 85	993	206 23
Salt	80,346	14,092 60	112,991	19,987 75
Sheep	191	23 05	273	29 01
Slate	584	87 12	698	71 90
Spikes.....	955	230 82	533	94 74
Stone, Glass and Earthenware.....	5,300	1,807 52	3,241	824 80
Stone	19,875	1,158 27	20,262	1,246 23
Sugar	13,897	4,313 22	11,687	2,899 79
Tallow	723	210 98	299	69 51
Tin and Steel.....	2,373	872 65	1,131	290 63
Tobacco	339	73 60	392	73 44
Vinegar.....	372	64 10	511	84 15
Wheat	266,106	103,396 82	302,986	88,856 10
Whisky, other Spirits and Wines.....	2,124	683 73	2,542	707 76
Window Glass.....	2,277	619 55	1,122	248 15
Wool	250	89 02	185	52 13
All Agricultural products not elsewhere Goods and Merchandise do.	3,703	481 13	11,189	2,215 73
	30,209	21,861 55	18,530	10,618 57
<i>Timber, &c.</i>				
Barrel Hoops.....	196	65 87	494	165 88
Boards, all kinds.....	314,075	22,422 63	285,866	15,319 68
Boat Knees	63	7 33	69	12 92
Empty Barrels	960	110 98	778	80 95
Fire Wood.....	361,908	8,623 22	345,441	8,940 12
Saw Logs.....	27,555	1,667 97	19,605	1,092 05
Shingles	429	148 20	342	108 04
Staves, (all kinds).....	90,790	10,585 33	65,460	8,579 69
Timber, (all kinds) and Wooden Articles	74,911	9,918 13	90,974	12,202 43
Grand Total (Tonnage of Vessels and } Passengers not included)..... }	1,847,007		1,801,013	
Passengers—Total Number	63,231	2,546 15	45,091	1,608 41
Vessels—Total Tonnage	2,315,894	36,388 37	2,402,140	38,281 91
Tolls		353,641 32		305,359 24
Less drawback on Free Goods.....		23,533 95		12,036 92
Grand Total Tolls.....		330,107 37		293,322 32

No. 15.—AN ACCOUNT of the GROSS REVENUE derived from Canal Tolls during the year 1858.

	\$	cts.
Welland Canal.....	208,361	30
St. Lawrence Canal.....	54,678	70
Chambly Canal, including St. Ours Lock.....	11,560	23
Burlington Bay Canal.....	13,790	89
St. Ann's Lock.....	4,907	41
Total (Tolls on Free Goods deducted)....	\$293,298	53

No. 16.—AN ACCOUNT of the GROSS and NET REVENUE from all sources from the Provincial Canals of Canada, for the year 1858.

Amount of Tolls collected.....	\$	cts.	305,359	24
Do. Welland Canal, Damages and Fines, \$947 29.....Rents, \$13,068 19			14,015	48
Do. St. Lawrence Canal, do. do. do. \$581 69, Storage and Winterage, } \$1,361 04.....Rents, \$47,643 20 }			49,585	93
Do. Chambly Canal, Fines.....			98	37
Do. St. Ann's Canal, Fines.....			51	00
Gross Revenue from all sources.....			369,110	02
Less Charges for Collectors' Salaries, Lock Tenders, Masters, &c., \$106,885 23				
Do. do. Repairs and other Incidental Expenses.....\$106,992 41			225,914	56
Do. Tolls refunded on Free Goods.....\$12,036 92				
Net Revenue, all Incidental Expenses deducted.....\$			143,195	46

No. 16.—A COMPARATIVE RETURN of the value of the Exports of Domestic Produce and Manufactures, the value of Goods entered for Consumption, and the Amount of Duties Collected at each Port in Canada, during the years 1855, 1856, 1857 and 1858.

Table with 15 columns: PORTS., 1855 (Exports, Imports, Duty), 1856 (Exports, Imports, Duty), 1857 (Exports, Imports, Duty), 1858 (Exports, Imports, Duty). Rows list various ports from Amherst to Woodstock, plus summary rows for estimated amounts and totals.

No. 17.—GENERAL STATEMENT shewing the Quantity of each Article transported on the RIDEAU and OTTAWA CANALS, during the year 1858, and the Amount of Revenue collected thereon.

ARTICLES.	SECTIONS.									TOTAL TOLLS.
	Kingston Mills.			Ottawa.			Carillon and Grenville.			
	Number.	Tons.	Tolls.	Number.	Tons.	Tolls.	Number.	Tons.	Tolls.	
Steamers and other Vessels.....	2,343	149,255	\$ cts. 520 79	619	31,423	\$ cts. 344 74	2,197	129,548	\$ cts. 404 79	\$ cts. 1,270 32
Ashes..... Barrels.	480	120	33 00	1,492	373	60 61	2,892	723	58 74	152 35
Bark..... Corals.	368	1,406	58 58							58 58
Butter..... Tons.		85	11 69		356	57 85		317	25 75	95 29
Cement..... do.								36	1 50	1 50
Coal..... do.		64	2 67		315	13 13		429	17 87	33 67
Flour..... Barrels.	1,550	155	42 63	7,170	717	116 51	10,460	1,046	84 98	244 12
Iron, (Pig)..... Tons.					117	14 63		319	19 93	34 56
Iron, (all other)..... do.		1,160	94 25		1,047	287 92		3,931 *	140 91	523 08
Ore..... do.		1,554	77 70		1,920	96 00				173 70
Pork..... Barrels.	72	9	1 80	2,176	272	27 20	3,464	433	35 18	64 18
Potatoes..... Bushels.	880	22	92	160	4	33				1 25
Salt..... Barrels.	736	92	7 67	13,944	1,743	72 62	16,648	2,081	86 70	166 99
Wheat..... Tons.	444	12	1 65	26,270	710	173 07	6,105	165	13 40	188 12
Merchandise..... do.		668	108 55		2,900	688 75		2,803	665 71	1,463 01
<i>Timber, &c.</i>										
Boards and Sawed Lumber..... Feet.	18,116,526	30,194	528 42	1,207,000	2,012	40 24	32,283,000	53,805	538 05	1,106 71
Cordwood..... Cords.	18,057	57,782	1,015 67	5,760	18,432	648 00	13,573	271	763 48	2,427 15
Saw Logs..... Number.	9,718	4,859	162 00	37,872	18,936	631 20				793 20
Shingles..... M.	1,099	92	9 15	232	28	3 88	72	6	60	13 63
Staves, (Barrel)..... M.	265	762	35 33	473	1,360	63 07	149	465	19 87	118 27
Timber, Square and Flatted..... Feet.	296,625	5,932	129 88	60,060	1,201	52 50				182 38
Grand Totals Tonnage and Tolls.....		254,223	2,842 35		83,866	3,392 25		196,378	2,877 46	
Total Tolls on Property and Vessels.....										\$ 9,112 06
Articles not enumerated, Winterage of Vessels, and Ground Rent for Cord Wood.....										239 99
Total Revenue from all sources.....										\$ 9,352 05

(*) A great proportion of this quantity was Railroad iron, the Tolls upon which were paid in Montreal, but returned in the statement of traffic by the Collector.

No. 1.

GENERAL STATEMENT OF IMPORTS,

BEING A DETAILED ACCOUNT

OF THE

PRINCIPAL ARTICLES

OF

BRITISH AND FOREIGN MERCHANDISE,

ENTERED FOR CONSUMPTION IN CANADA,

During the year ending the 31st December, 1858, shewing the Quantity and Value of each Article, and indicating from what Country imported.

No. 1.—GENERAL STATEMENT OF IMPORTS, being a detailed Account of the principal Articles of British and Foreign Merchandise entered for Consumption in Canada, during the year ending 31st December, 1858, shewing the Quantity and Value of each Article imported at the undermentioned Ports, and indicating from what Country imported.

PORTS.	Total Quantity.	Total Value.	ALE, BEER AND PORTER, in Casks—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Amherstburgh	Gallons. 293	\$ 68	\$	\$	\$ 68	\$	
Fort Erie	694	102			102		
Montreal	1,644	436					
Sarnia	400	73			73		
Toronto	400	88			88		
Windsor	3,557	732			732		
Other Ports	530	163			141		
Totals	7,518	1,662	458		1,204		
ALE, BEER AND PORTER, in Quart Bottles.							
Hamilton	Dozen. 200	\$ 325	\$ 259	\$	\$ 66	\$	
Montreal	3,833	5,544	5,544				
Quebec	60	135	135				
Toronto	76	150	150	6	3		
Other Ports	35	9					
Totals	4,204	6,163	6,088	6	69		

	ALE, BEER AND PORTER, in Pint Bottles.						
	Dozen.	\$	\$	\$	\$	\$	\$
Dover	4	4					
Kingston	16	24	24				4
Montreal	1,576	1,423	1,423				
Quebec	308	314	314				
Totals	1,904	1,765	1,761				4
CORN BROOMS AND WHISKYS.							
Clifton	Dozen. 96	\$ 190	\$	\$	\$	\$ 190	\$
Fort Erie	81	150				150	
Hamilton	160	318				318	
Sarnia	132	258				258	
Windsor	63	122				122	
Other Ports	768	1,414		33		1,381	
Totals	1,300	2,452		33		2,419	
CIGARS.							
Brockville	Lbs. 313	\$ 906	\$	\$	\$	\$ 906	\$
Bytown	323	588				588	
Clifton	157	512				512	
Dalhousie	195	523				523	
Dundas	315	512				512	
Hamilton	1,084	2,593				2,593	
Kingston	299	600				600	
Montreal	8,028	14,492	839			13,544	109
Quebec	4,254	5,991	16			5,735	240
Toronto	1,934	4,521				4,521	
Other Ports	1,233	1,568	185	7		1,516	
Totals	18,135	33,046	1,040	7		31,650	349

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	CHICORY, Raw and Ground—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Guelph.....	Lbs. 826	\$ 43	\$	\$	\$	\$	\$	
Hamilton.....	913	52			43			
London.....	1,028	50			52			
Montreal.....	8,181	365	243		122			
Toronto.....	4,220	112			112			
Other Ports.....	30	4			4			
Totals.....	15,198	626	243		383			
COFFEE, Green.								
Hamilton.....	Lbs. 274,645	\$ 32,023	\$	\$	\$	\$	\$	
Kingston.....	52,863	5,825			5,825			
London.....	50,261	6,201			6,201			
Montreal.....	502,183	56,164	3,852	687	51,625			
Quebec.....	196,651	20,697	1,482		19,215			
Toronto.....	463,000	52,695			52,695			
Other Ports.....	239,932	29,752	196	1,889	27,667			
Totals.....	1,778,835	203,357	5,530	2,576	195,251			

COFFEE, Roasted or Ground.

P O R T S .	Total Quantity.	Total Value.	DRIED FRUITS.					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Coaticook.....	Lbs. 1,754	\$ 203	\$	\$	\$	\$	\$	
London.....	1,259	194			203			
Montreal.....	1,553	174			194			
New Canisle.....	2,820	425			174			
Quebec.....	2,500	487	418		7			
Sarnia.....	1,277	178	487					
Other Ports.....	16,470	2,025	47		178			
Totals.....	27,633	3,686	962		2,734			
DRIED FRUITS.								
Brantford.....	Lbs. 6,490	\$ 1,503	\$	\$	\$	\$	\$	
Cobourg.....	19,693	1,755			1,503			
Hamilton.....	74,488	6,497	92		1,755			
Kingston.....	68,947	5,244	123		6,475			
London.....	53,057	4,779			4,497			
Montreal.....	1,215,964	94,791	40,648		4,779			
Quebec.....	176,751	14,504	6,243		38,700			
Toronto.....	248,012	21,569			6,368			
Other Ports.....	105,691	10,935	114	122	21,471			
Totals.....	1,969,093	161,577	47,150	122	96,247		18,058	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GINGER, PIMENTO AND PEPPER—IMPORTED FROM				Foreign Countries.
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
Brantford	Lbs. 5,742	\$ 516	\$	\$	\$ 516		
Hamilton	11,842	1,063			1,063		
King-ton	5,396	399			399		
London	4,678	420			420		
Montreal	181,891	16,138	4,830	317	10,991	541	
Quebec	21,859	2,163	123		1,495		
Toronto	45,587	4,075	324		3,751		
Other Ports	23,681	2,333	14	35	2,284		
Totals	300,651	27,107	5,291	352	20,920	544	

MACARONI AND VERMICELLI.						
Cobourg	Lbs. 310	\$ 26	\$	\$	\$ 26	
Montreal	14,581	1,217			1,60	1,057
Quebec	2,580	183			35	148
Toronto	455	48			48	
Other Ports	889	93			93	
Totals	18,818	1,557			362	1,205

MUSTARD.						
Coaticook	Lbs. 288	\$ 64	\$	\$	\$ 64	
Hamilton	258	46			46	
Montreal	53,490	8,650			100	
Quebec	10,851	1,453			933	
Toronto	7,967	1,152			51	
Windsor	215	51			333	
Other Ports	1,397	375	41	1	1,577	
Totals	79,450	11,791	10,213	1		

MACE AND NUTMEGS.						
Brantford	Lbs. 323	\$ 182	\$	\$	\$ 182	
Hamilton	234	145			14	
Kingston	536	309			233	76
London	419	243			243	
Montreal	9,031	4,667			952	
Quebec	1,756	881	3,685		666	
Toronto	2,483	1,393	215		1,068	
Other Ports	777	551	325	1	541	
Totals	15,562	8,374	4,277	1	4,000	76

MOLASSES.						
Amherst	Gallons. 12,078	\$ 4,019	\$	\$	\$ 2	
Hamilton	14,240	4,101			4,101	
Kingston	17,847	4,997			4,997	
Montreal	963,761	210,089	100		190,156	12,913
Quebec	201,601	43,191			37,441	
Toronto	32,942	10,468			10,468	
Windsor	9,053	3,774			3,774	
Other Ports	103,551	34,290	7		28,173	
Totals	1,360,073	314,949	107	22,817	279,112	12,913

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	BRANDY—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dalhousie	Gallons. 202	\$ 645	\$ 381			\$ 264	\$ 4,260	
Hamilton	4,281	8,141	2,787			1,094	1,392	
Kingston	1,280	2,276	20			864	51,896	
Montreal	35,271	70,871	6,888			11,878	14,140	
Quebec	5,469	14,600	460				380	
Toronto	5,041	8,432	1,517			6,535	757	
Other Ports	2,429	5,098	3,732			544		
Totals	53,943	109,393	15,725	284		21,179	72,825	
G I N .								
Gaspé	Gallons. 1,392	\$ 545	\$ 529	\$ 16		\$ 94	\$ 348	
Kingston	1,123	442				972	10,918	
Montreal	80,228	38,896	27,006					
New Carlisle	867	433	433					
Quebec	42,074	23,687	12,388			1,769	9,550	
Toronto	3,752	2,251	50			2,042	159	
Other Ports	3,448	2,109	1,028	12		725	344	
Totals	132,884	68,363	41,434	28		5,602	21,299	

RUM.

Montreal	Gallons. 17,374	\$ 11,491	\$ 1,805	\$ 5,492	\$ 2,878	\$ 1,316
New Carlisle	1,001	633		633		
Quebec	5,025	3,051	1,133		1,918	
Queenston	975	444	444			
Toronto	606	332	287		45	
Other Ports	552	323	119	39	165	
Totals	25,533	16,274	3,788	6,164	5,006	1,316

WHISKY.

Hamilton	Gallons. 37,584	\$ 13,447	\$ 715	\$ 12,732	\$ 2,301	\$ 1,316
London	6,874	2,446	145			
Montreal	94,909	38,301	25,429		12,872	
Prescott	47,206	19,510			19,510	
Quebec	19,545	8,724	2,716		6,008	
Queenston	6,479	1,486			1,486	
Toronto	6,917	2,671	269		2,402	
Other Ports	38,232	11,387	429	66	10,892	
Totals	257,746	97,972	29,703	66	68,203	

SPIRITS AND STRONG WATERS.

Brantford	Gallons. 43	\$ 22	\$ 22	\$ 22	\$ 22	\$ 22
Cobourg	41	22				
Gananoque	29	17				
London	43	25				
Montreal	19	43				
Other Ports	36	27				
Totals	211	156				156

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CORDIALS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Montreal	Gallons. 1,305	\$ 2,152	\$ 850	\$ 164	\$ 387	\$ 751	
Quebec	50	112	4		36	72	
Toronto	60	199	27		172		
Other Ports	24	37			37		
Totals	1,439	2,500	881	161	632	83	
SPICES.							
Brantford	Lbs. 1,102	\$ 162	\$	\$	\$ 162	\$	
Brockville	421	120			120		
Bytown	389	72			72		
Hamilton	2,357	531			531		
Kingston	2,414	403			403		
Montreal	53,361	8,565	1,953		6,502	110	
Quebec	7,170	948			948		
Toronto	4,961	881	68		813		
Other Ports	3,819	731			731		
Totals	75,991	12,413	2,021		10,282	110	

STARCH.

Dallouise	Lbs. 6,641	\$ 435	\$	\$	\$ 435	\$
Hamilton	26,040	1,671			1,671	
Kingston	41,491	2,478			2,473	
London	12,367	791			791	
Montreal	239,266	17,433	12,187		5,216	
Quebec	50,978	3,064			3,064	
Toronto	41,392	2,511			2,541	
Other Ports	46,484	3,247	30	4	3,213	
Totals	467,659	31,660	12,217	4	19,439	

SOAP.

Amherstburgh	Lbs. 8,969	\$ 458	\$	\$	\$ 458	\$
Chatham	3,714	236			236	
Montreal	202,959	7,133	7,133			
Quebec	190,177	5,525	5,525			
Toronto	9,244	507	319		188	
Windsor	14,324	763			768	
Other Ports	32,763	1,727	63		1,664	
Totals	462,150	16,354	13,040		3,314	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	SUGAR, Refined—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Bytown	Lbs. 21,047	\$ 2,190	\$	\$	\$ 2,190			
Guelph	26,320	2,630			2,630			
Hamilton	219,859	21,394			21,394			
Kingston	96,731	8,497	69		8,428			
London	74,158	6,800			6,800			
Montreal	461,112	41,538	24,785		12,555	4,198		
Quebec	154,400	12,219	5,407		4,952	1,860		
Toronto	242,395	23,009	349		22,660			
Other Ports	132,891	14,599	459		14,140			
Totals	1,428,913	132,876	31,069		95,749		6,058	
SUGAR, White Clayed.								
Dover	Lbs. 2,372	\$ 204	\$	\$	\$ 204			
Goderich	3,184	317			317			
Hemmingford	4,100	278			278			
Kingston	10,870	897			897			
Toronto	22,412	1,620		1,142	378			
Other Ports	14,351	1,401			1,401			
Totals	57,989	4,617		1,142	3,475			

P O R T S .	Total Quantity.	Total Value.	SUGAR, Brown or Muscovado.					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Brantford	Lbs. 402,076	\$ 25,683	\$	\$	\$ 25,683			
Dundas	229,530	14,729			14,729			
Hamilton	2,501,689	155,630			155,630			
Kingston	1,239,888	73,616			73,616			
London	1,201,981	72,972			72,972			
Montreal	13,573,044	853,550	200		704,707	41,371		
Niagara	194,566	12,188			12,188			
Quebec	2,209,728	131,304	13,797		94,699	1,330		
Toronto	3,438,833	206,073			161,269			
Other Ports	2,790,381	183,939	104		180,485			
Totals	27,841,716	1,734,684	14,101		1,495,978		42,701	
TEA.								
Brantford	Lbs. 85,756	\$ 38,998	\$	\$	\$ 38,998			
Brookville	106,531	36,032			36,032			
Bytown	195,018	58,914			58,914			
Cobourg	82,046	35,722			35,722			
Hamilton	423,381	170,926			170,926			
Kingston	300,794	103,805			102,760			
London	324,959	122,032			122,032			
Montreal	2,214,342	544,854	1,045		330,649	122,389		
Quebec	488,124	127,096	82,132		74,301			
Toronto	911,469	330,765	52,795		330,615			
Other Ports	883,561	345,538	150		336,875			
Totals	6,015,981	1,914,742	139,701		1,639,824		122,389	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TOBACCO, Manufactured—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brantford	Lbs. 56,449	\$ 12,111	\$	\$	\$	\$	
Bytown	87,668	14,929			12,111		
Guelph	52,738	10,174			14,929		
Hamilton	319,734	64,392			10,174		
Kingston	196,405	31,175			64,392		
London	978,422	36,458			34,175		
Montreal	219,491	155,099			36,458		
Quebec	531,253	94,932			184,586	513	
Toronto	658,350	134,935	2,123		35,044		
Other Ports			282	6,049	92,809		
Totals	3,294,154	592,250	2,405	6,049	198,605	513	
TOBACCO, Unmanufactured.							
Colborne	Lbs. 910	\$ 333	\$	\$	\$	\$	
Hamilton	6,863	2,441			333		
London	717	210			2,441		
Montreal	3,058	1,197			210		
Prescott	904	309			1,069		
Toronto	5,870	1,718			1,309		
Other Ports	1,525	434			1,718	128	
Totals	19,867	6,642			6,514	128	

SNUFF.

Brantford	Lbs. 996	\$ 189	\$	\$	\$	\$
Guelph	885	195			189	
Hamilton	8,088	1,629			195	
Kingston	2,155	434			1,629	
London	3,692	746			434	
Montreal	1,150	223			746	
Toronto	2,031	408			223	
Other Ports	7,914	1,668	1	1	408	
Totals	26,921	5,492	1	1	1,666	
					5,490	

VINEGAR.

Hamilton	Gallons. 1,914	\$ 478	\$	\$	\$	\$
Kingston	1,202	354			478	
Montreal	69,785	14,612			354	
Quebec	17,599	3,841	352		6,347	7,913
Toronto	5,439	1,299	50		1,121	2,670
Other Ports	9,755	1,342	182	20	679	620
Totals	105,694	21,926	584	20	1,140	
					10,119	11,203

WINE, in Wood, \$40 the Pipe, and under.

Montreal	Gallons. 25,826	\$ 6,009	\$	\$	\$	\$
Quebec	5,358	1,512	46		62	5,901
Toronto	3,495	769			53	1,459
Other Ports	293	140			769	52
Totals	35,002	8,430	46		83	7,412

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WINE, in Bottles, Quarts, over \$8 not exceeding \$12 per dozen—IMPORTED FROM				Foreign Countries.
			Great Britain.	British Colonies.		United States.	
	Dozen.	\$	\$	North America.	West Indies.	\$	
Kingston	47	552				397	
Montreal	494	5,353	1,745			2,214	
Quebec	63	628	435			120	
Toronto	466	4,732	2,482			2,250	
Other Ports	69	767	29			648	
Totals	1,139	12,032	4,691			5,629	
WINE, in Bottles, Quarts, over \$12 per dozen.							
	Dozen.	\$	\$	\$	\$	\$	
Clifton	36	590	590				
Dalhousie	6	87				87	
Quebec	5	75	75				
Toronto	89	1,141	947			194	
Other Ports	6	84	16			68	
Totals	142	1,977	1,628			349	

WINE, in Bottles, Pints, not exceeding \$2 per dozen.						
	Dozen.	\$	\$	\$	\$	\$
Montreal	94	132	110			22
Toronto	24	84				77
Totals	118	216	110			99
WINE, in Bottles, Pints, over \$2 not exceeding \$4 per dozen.						
	Dozen.	\$	\$	\$	\$	\$
Hamilton	5	19				19
Montreal	312	1,162	956			128
Quebec	20	65	30			35
Queenston	6	24	24			
Other Ports	14	48				37
Totals	357	1,318	1,010			184
WINE, in Bottles, Pints, over \$4, not exceeding \$6 per dozen.						
	Dozen.	\$	\$	\$	\$	\$
Hamilton	5	25				52
Kingston	10	52				215
Montreal	140	652	429			93
Toronto	18	96				
Totals	173	825	429			363

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S.	Total Quantity.	Total Value.	WINE, in Bottles, Pints, over \$6 per dozen—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Coaticook.....	Dozen. 1	\$ 13	\$	\$	\$	\$	\$	
Prescott.....	13	96			13			
Totals.....	14	109			109			
PRINTED LITHOGRAPHS, PAMPHLETS, &c.								
Clifton.....	Number. 13,524	\$ 230	\$	\$	\$	\$	\$	
Fort Erie.....	8,352	42			230			
Hamilton.....	20,418	552			42			
London.....	14,212	271			281			
Montreal.....	14,679				357			
Toronto.....	15,163				519			
Other Ports.....	51,124	57			528			
Totals.....	137,472	328			996			

BOOTS AND SHOES.

Brantford.....	\$ 9,872	\$	\$	\$	\$	\$
Burwell.....	4,778				9,872	
Gaspé.....	3,186				4,778	
Hamilton.....	22,676	3,186				
Hope.....	3,622	59			22,617	
London.....	8,685				3,622	
Montreal.....	36,680				8,685	
Quebec.....	3,571	16,073			20,607	
Toronto.....	52,492	2,007			636	
Other Ports.....	52,372	4,146	511		48,346	928
Totals.....	197,934	28,801	511		167,694	928

HARNES AND SADDLERY.

Clifton.....	\$ 255	\$	\$	\$	\$	\$
Cobourg.....	414				255	
Dalhousie.....	1,336				414	
Montreal.....	1,030				1,336	
Quebec.....	269	930			100	
Woodstock.....	277	268			1	
Other Ports.....	2,124	98	21		277	
Totals.....	5,705	1,296	21		2,005	4,388

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	MANUFACTURES OF LEATHER—IMPORTED FROM					
	Total Value.	Total Quantity.	British Colonies.		United States.	Foreign Countries.
			Great Britain.	North America.			West Indies.
Bytown	\$ 1,229		\$	\$	\$	\$
Port Erie	1,492			1,492		
Hamilton	4,056			2,140		179
Kingston	2,841			780		125
Montreal	19,911			8,433		34
Quebec	3,694			2,706		
Other Ports	4,577			260		338
Totals.....	37,800			19,346		18,116
MANUFACTURES OF INDIA RUBBER OR GUTTA PERCHA.						
Hamilton	\$ 8,712		\$	\$	\$	\$
Kingston	1,480			236		2,821
Montreal	13,471			170		676
Quebec	5,833			1,117		12,304
Toronto	4,527			688		5,148
Other Ports	7,002			284		4,243
Totals.....	41,045			451		6,551
				2,946		31,743
						6,356

CLOTHING AND WEARING APPAREL.

CLOTHING AND WEARING APPAREL.		BAGATELLE BOARDS AND BILLIARD TABLES.		BROOMS AND BRUSHES.	
Gaspé	\$ 6,333	\$ 6,333	\$	\$	\$
Hamilton	14,040	4,014			
Kingston	7,542	7,455			
London	3,885	451			
Montreal	30,204	28,755			
Quebec	14,552	13,504			
Toronto	19,427	16,298			
Other Ports	17,226	6,164	663		
Totals.....	113,239	83,007	663		29,569
BAGATELLE BOARDS AND BILLIARD TABLES.		BAGATELLE BOARDS AND BILLIARD TABLES.		BAGATELLE BOARDS AND BILLIARD TABLES.	
Brockville	\$ 250	\$	\$	\$	\$
Hamilton	1,236				
Montreal	794	579			
Quebec	617				
Toronto	562				
Other Ports	15				
Totals.....	3,474	579			2,895
BROOMS AND BRUSHES.		BROOMS AND BRUSHES.		BROOMS AND BRUSHES.	
Brockville	\$ 904	\$	\$	\$	\$
Hamilton	1,757	240			
London	569	21			
Montreal	7,994	3,037			
Quebec	286	256			
Toronto	3,662	683			
Other Ports	1,196	111			
Totals.....	16,368	4,348			12,020

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BLACKING—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Hamilton		\$ 906	\$	\$	\$	\$ 906		
London		208				208		
Montreal		5,475	3,588			1,887		
Quebec		1,235	95			1,140		
Toronto		379	50			329		
Other Ports		1,850		9		1,841		
Totals		10,053	3,733	9		6,311		
CANDLES.								
Chatham		\$ 1,562	\$ 2	\$	\$	\$ 1,562		
Hamilton		1,303				1,301		
Kingston		3,122	886			2,236		
Montreal		23,685	20,108			1,024		
Quebec		5,765	4,304			1,461		
Toronto		3,524	1,485			2,039		
Windsor		3,444		165		3,444		
Other Ports		9,491	177			9,149		
Totals		51,896	26,962	165		22,216	2,553	

CHANDELIERS, GIRONDOLES, GAS FITTINGS.

	Total Value.	CARRIAGES, or parts of.				
		Bytown	Hamilton	London	Quebec	Totals
Bytown	\$ 70					\$ 70
Hamilton	694					694
London	62					62
Quebec	425					425
Totals	1,251					756
CARRIAGES, or parts of.						
Clarenceville	\$ 1,878					\$ 1,878
Hamilton	737					737
Lacolle	1,114					1,114
Montreal	5,701					320
Stanstead	2,613					2,613
Toronto	713					713
Other Ports	7,722					7,694
Totals	20,478					15,069
COACH AND HARNESS FURNITURE.						
Brockville	\$ 555					\$ 545
Hamilton	2,273					2,102
London	1,683					1,683
Montreal	795					795
Prescott	586					586
Quebec	399					120
Other Ports	2,773					2,773
Totals	9,064					8,604

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S . *	Total Quantity.	Total Value.	CABINET WARE OR FURNITURE—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Brantford		\$ 2,924	\$	\$	\$	\$	\$	
Hamilton		731	434			297		
Montreal		5,194	200			4,994		
Pictou		1,288				1,288		
Prescott		741				741		
Toronto		1,365				1,365		
Other Ports		9,658	253	22		9,383		
Totals		21,901	887	22		20,992		
C A R P E T S A N D H E A R T H R U G S .								
Bytown		\$ 3,724	\$	\$	\$	\$	\$	
Hamilton		5,053	3,724			234		
Kingston		3,432	4,819			87		
Montreal		20,596	3,345			1,991		
Quebec		9,570	18,605					
Toronto		8,087	9,570			289		
Other Ports		4,956	7,798			2,532		
Totals		55,418	50,285			5,133		

C H I N A W A R E .							
P O R T S . *	Total Quantity.	Total Value.	Great Britain.	British Colonies.	United States.	Foreign Countries.	
							North America.	West Indies.
Cobourg		\$ 829	\$	\$	\$	\$	
Montreal		3,328	3,312			16	
Quebec		527	527				
Toronto		2,000	1,596			404	
Other Ports		967	550			437	
Totals		7,651	5,965			1,686	
C O N F E C T I O N A R Y A N D S W E E T M E A T S .							
Brockville		\$ 1,130	\$	\$	\$	\$	
Kingston		2,625				1,130	
London		1,085				2,625	
Montreal		12,557				1,085	
Quebec		4,715		2		5,591	
Toronto		9,540				3,413	
Other Ports		6,793		13		9,410	
Totals		38,445	7,161	15		6,732	
						29,986	
						1,283	
D R U G S A N D M E D I C I N E S .							
Brockville		\$ 3,089	\$	\$	\$	\$	
Dundas		2,885	1,018			3,089	
Hamilton		14,033	1,348			1,867	
Kingston		3,873	65			12,685	
London		13,204	519			3,808	
Montreal		85,877	55,264	8		12,685	
Newcastle		4,024				29,453	
Quebec		8,677	6,192			4,024	
Toronto		26,232	7,900			2,416	
Other Ports		21,604	32	173		18,332	
Totals		183,498	72,338	181		21,399	
						109,758	
						1,221	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	ESSENCES, PERFUMERY AND FANCY SOAPS—IMPORTED FROM			
			British Colonies.		United States.	Foreign Countries.
			Great Britain.	North America.			West Indies.
Brockville		\$ 673	\$	\$	\$ 673	\$
Kingston		691	1		690	
London		1,199			1,199	
Montreal		14,546	7,283		7,212	51
Quebec		2,046	1,204		557	285
Toronto		2,595	1,080		1,515	188
Other Ports		3,906	56		3,662	
Totals		25,656	9,624		15,508	524
FANCY GOODS, Embroidered with Gold Silver, &c.						
Fort Erie		\$ 193	\$	\$	\$ 193	\$
Picton		415			415	
Prescott		1,771			1,771	
Other Ports		270			189	81
Totals		2,649			2,668	81

BEADS, every description of.

Clifton	\$ 52	\$	\$	\$ 52	\$
Hamilton	81	16		65	
Kingston	25	25			
London	56			56	
Queenston	6			6	
Toronto	319			319	
Totals	539	41		498	

BRACELETS, BRAID, &c., made of Hair.

Hamilton	\$ 136	\$ 82	\$	\$ 54	\$
Kingston	4			4	
Quebec	303	270		33	
Toronto	166			166	
Totals	609	352		257	

FEATHERS AND FLOWERS.

Hamilton	\$ 1,701	\$ 678	\$	\$ 2	\$ 1,021
Kingston	1,284	1,228		56	
Montreal	7,146	7,031		115	
Quebec	2,228	2,213		15	
Toronto	1,822	869		953	
Other Ports	467	83		384	
Totals	14,648	12,102		1,525	1,021

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GOLD AND SILVER LEAF—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Chatham		\$ 3	\$			\$ 3		
Clifton		14				14		
Hamilton		5				5		
Morrisburgh		4				4		
Quebec		363	210			153		
Queenston		34				34		
Toronto		49				49		
Woodstock		4				4		
Totals.....		476	210			266		
GILT FRAMES.								
Clifton		\$ 389	\$			\$ 389		
Hamilton		117				117		
Montreal		2,131	876			1,255		
Toronto		151	3			148		
Other Ports		319	29			290		
Totals.....		3,107	908			2,199		

MILLINERY, of all kinds.								
PORTS.	Total Quantity.	Total Value.	ORNAMENTS, of Bronze, Alabaster, &c.					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Bytown		\$ 2,025	\$			\$ 287		
Hamilton		1,257	1,738			778	113	
Montreal		16,012	366			2,560	247	
Quebec		3,981	13,173	32		106	195	
Toronto		14,764	3,680			7,161		
Other Ports		4,541	7,603			3,448		
Totals.....		42,560	27,553	32		14,340	555	
THREAD LACE AND INSERTIONS.								
Brockville		\$ 20	\$			\$ 20		
Hamilton		230				10	220	
Kingston		13				13		
Toronto		398				398		
Totals.....		661				441	220	
Brantford		\$ 618	\$			\$ 618		
Bytown		1,762	1,762			708	133	
Hamilton		5,736	4,895			76		
Montreal		8,987	8,911			965		
Quebec		985	985			965		
Toronto		7,394	6,429			47		
Other Ports		276	229			2,414	133	
Totals.....		25,758	22,211					

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	WRITING DESKS, FANCY AND ORNAMENTAL CASES AND BOXES—IMPORTED FROM					Foreign Countries.
			British Colonies.		United States.	Foreign Countries.		
			Great Britain.	North America.			West Indies.	
Cobourg		\$ 51	\$ 12		\$ 39			
Kingston		380	7		373			
Quebec		81	57		24			
Toronto		761			761			
Other Ports		38			38			
Totals		1,311	76		1,235			
FIRE WORKS.								
Clifton		\$ 42	\$	\$	\$ 42			
Fort Erie		42			42			
Montreal		525	93		432			
Toronto		586	4		582			
Other Ports		116			116			
Totals		1,311	97		1,214			

GUNS, RIFLES AND FIRE ARMS.								
P O R T S .	Total Quantity.	Total Value.	GLASS, PLATE AND SILVERED.					Foreign Countries.
			British Colonies.		United States.	Foreign Countries.		
			Great Britain.	North America.			West Indies.	
Bytown		\$ 592	\$ 592		\$ 84			
Kingston		205	121		495			
Montreal		2,375	1,880					
Quebec		193	193					
Toronto		817	592		225			
Other Ports		742			742			
Totals		4,924	3,378		1,546			
GLASS, PLATE AND SILVERED.								
Bytown		\$ 813	\$ 813		\$ 1,020		\$ 1,498	
Hamilton		6,244	3,731		3,451		49,469	
Montreal		59,733	6,813		412			
Toronto		487	75		492			
Windsor		492			1,613			
Other Ports		1,653	28	12				
Totals		69,422	11,460	12	6,988		50,962	
GLASS SHADES AND CRYSTALS FOR WATCHES.								
Coaticook		\$ 220	\$	\$	\$ 220		\$	
Dalhousie		318			318			
Hamilton		439			439			
Other Ports		176			176			
Totals		1,153			1,153			

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GLASS STAINED, PAINTED AND COLOURED—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Beauce.....		\$ 17	\$	\$	\$ 17	\$	
Dunville.....		205			205		
Fort Erie.....		50			50		
Goderich.....		68			68		
Hamilton.....		1,101	834		267		
Kingston.....		412	402		10		
Morrisburgh.....		239			239		
Totals.....		2,092	1,236		856		
GLASS WARE, Cut, Ground or Coloured.							
Hamilton.....		\$ 11,914	\$ 1,503	\$	\$ 10,327	\$ 84	
Kingston.....		1,666	409		796	461	
London.....		2,730			2,730		
Montreal.....		30,923	17,534		10,730	2,659	
Quebec.....		22,281	10,488		3,743	8,050	
Toronto.....		30,031	11,138		18,880	13	
Other Ports.....		11,393	918	57	10,418		
Totals.....		110,938	41,990	57	57,624	11,267	

BOTTLES AND VIALS.

Cobourg.....	\$ 1,041	\$ 172	\$	\$	\$ 869	\$
Dalhousie.....	1,168	1,427			1,168	
Hamilton.....	1,282	997			1,232	
London.....	849	8135			849	
Montreal.....	1,855	6,094			1,159	
Toronto.....	1,159	3,117			2,942	
Other Ports.....	3,201	674	100			
Totals.....	10,505	2,286	106		8,219	800
HATS, CAPS AND BONNETS.						
Bytown.....	\$ 4,681	\$ 661	\$	\$	\$ 4,020	\$ 22
Hamilton.....	16,905	1,427			15,456	
Kingston.....	3,691	997			2,694	
Montreal.....	48,496	8,135	6		40,361	778
Quebec.....	16,288	6,094			9,410	
Toronto.....	21,386	3,117			18,269	
Other Ports.....	39,363	674	100		38,589	
Totals.....	150,810	21,105	106		128,799	800
CUTLERY, polished, of all sorts.						
Bytown.....	\$ 11,299	\$ 3,975	\$	\$	\$ 7,324	\$
Frelighsburg.....	3,143				3,143	
Montreal.....	18,607	14,823			3,784	
Prescott.....	11,412				11,412	
Quebec.....	3,214	2,903			311	
Toronto.....	5,536	4,170			1,366	
Other Ports.....	28,600	7,366	16		21,218	
Totals.....	81,811	33,237	16		48,558	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COCKS, TAPS AND COUPLING JOINTS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 35	\$			\$ 35	
Kingston		98	47			51	
Quebec		707	483			224	
Other Ports		50				50	
Totals.....		890	580			360	
JAPANNED, PLANISHED TIN AND BRITANNIA METAL WARE.							
Hamilton		\$ 1,262	\$ 419			\$ 843	
London		812				812	10
Montreal		2,220	2,004			206	
Toronto		1,262	782			480	
Other Ports		2,683	169			2,514	
Totals.....		8,239	3,374			4,855	10

RAILING OR FENCING OF IRON.

Bytown	\$ 120				\$ 120
Cobourg	48				48
Hemmingford	23				23
Hope	21				21
Kingston	6				6
Toronto	21				21
Totals.....	239				218

RIDDLES AND SIEVES.

Kingston	\$ 54				\$ 43
London	30				30
Montreal	189				189
Newcastle	30				30
Other Ports	74				74
Totals.....	377				366

SCALES AND WEIGHTS.

Cobourg	\$ 220				\$ 191
Hamilton	281				281
Hope	253				253
Toronto	1,288				1,284
Other Ports	1,411				1,402
Totals.....	3,453				3,411

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	SPADES, SHOVELS, &c.—IMPORTED FROM				Foreign Countries.
			British Colonies.		United States.	Foreign Countries.	
			North America.	West Indies.			
Belleville.....		\$ 6,241	\$		\$ 6,241		
Brantford.....		8,018			8,018		
Coaticook.....		10,191			10,191		
Hamilton.....		4,201			2,326		
Montreal.....		11,869			7,576		
Toronto.....		3,512			1,058		
Other Ports.....		21,479	56		19,210		
Totals.....		65,511	56		54,620		
SPIKES, NAILS, &c.							
Coaticook.....		\$ 4,386	\$		\$ 4,386		
Hamilton.....		4,112			803		
Montreal.....		29,320			8,569		
Quebec.....		4,650			595		
Toronto.....		4,103			2,271		
Other Ports.....		12,502	95		9,824		
Totals.....		59,073	95		26,448		

STOVES AND IRON CASTINGS.

Dalhousie.....	\$ 24,523	\$ 17,979	\$	\$ 6,544	\$
Dundas.....	3,222	60		3,222	
Hamilton.....	6,697	54,910		6,637	
Montreal.....	68,899	12,381		13,989	
Quebec.....	13,873	2,320		1,492	
Toronto.....	14,771	820	42	12,451	
Other Ports.....	35,144			34,282	
Totals.....	167,129	88,470	42	78,617	

INKS, of all kinds, except Printing.

Clifton.....	\$ 121	\$	\$	\$ 121	\$
Hamilton.....	44			44	
Montreal.....	3,770	2,017		1,753	
Prescott.....	34			34	
Other Ports.....	292			292	
Totals.....	4,261	2,017		2,244	

JEWELLERY, Real or Imitation.

Bytown.....	\$ 2,345	\$ 1,644	\$	\$ 701	\$
Hamilton.....	5,767	1,777		3,990	
Kingston.....	2,010	994		1,076	
Montreal.....	71,757	44,514		23,182	4,061
Quebec.....	5,116	3,671		582	863
Toronto.....	11,405	2,878		6,197	2,330
Other Ports.....	7,272	207		6,962	103
Totals.....	105,672	55,625		42,690	7,357

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	LEATHER—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Fort Erie.....		\$ 5,282	\$	\$	\$	\$ 5,282		
Hamilton.....		10,069	1,740			8,329		
Kingston.....		10,302	1,936			6,261	2,105	
London.....		8,306				8,306		
Montreal.....		286,207	88,840			185,551	11,816	
Quebec.....		15,775	12,013			3,762		
Toronto.....		54,191	11,544	207		42,647	1,016	
Other Ports.....		48,474	930			46,321		
Totals.....		438,606	117,003	207		306,459	14,937	
SKINS, Sheep, Calf, Goat and Chamois—dressed.								
London.....		\$ 785	\$	\$	\$	\$ 785		
Montreal.....		6,159	4,935			1,224		
Quebec.....		924	282			642		
Toronto.....		628	573			55		
Other Ports.....		244				244		
Totals.....		8,740	5,790			2,165	785	

MANUFACTURES OF CASHMERES.

Bytown.....	\$ 389	\$	\$	\$	\$	\$
Goderich.....	8				8	
Kingston.....	35					
Montreal.....	820					
Quebec.....	848					
Totals.....	2,050	2,042			8	

MANUFACTURES OF FUR, or of which Fur is the principal part.

Hamilton.....	\$ 1,507	\$	\$	\$	\$	\$
Kingston.....	2,467	798			362	
Montreal.....	52,605	42,480			1,669	5,670
Quebec.....	5,834	2,065			4,455	3,311
Toronto.....	1,409	1,404			5	
Other Ports.....	1,018	84			984	
Totals.....	65,202	48,338			7,883	8,981

MANUFACTURES OF SILK, SATIN AND VELVET.

Bytown.....	\$ 15,883	\$	\$	\$	\$	\$
Hamilton.....	17,280	17,280				
Kingston.....	15,128	14,479			649	82
Montreal.....	219,434	206,213			13,139	1,430
Quebec.....	105,639	99,407			4,822	
Other Ports.....	3,912	2,241			1,671	
Totals.....	377,296	355,503			20,281	1,512

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MANUFACTURES OF PAPIER MACHÉ—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Chippawa.....		\$ 5	\$	\$	\$	\$	
Coaticook.....		4			5		
Montreal.....		1,627	1,627		4		
Prescott.....		2,259			2,259		
Totals.....		3,895	1,627		2,268		
MANUFACTURES OF GRASS, OSIER, PALM LEAF, &c.							
Hamilton.....		\$ 7,687	\$	\$	\$	\$	
Kingston.....		2,424	2,930		4,757		
Montreal.....		35,417	1,494		1,990		
Quebec.....		6,519	1,531		33,886		
Toronto.....		17,861	5,847		672		
Other Ports.....		22,430	8,136		9,725		
Totals.....		98,338	22,822		70,516		

MANUFACTURES OF BONE, SHELL, &c.

Hamilton.....	\$ 3,576	\$	\$	\$	\$ 90
London.....	1,194	1,261			
Montreal.....	4,886	283			2,225
Quebec.....	5,119	2,741			911
Toronto.....	2,317	3,661			2,145
Other Ports.....	1,872	779			1,330
Totals.....	18,964	341			1,531
		9,066			9,680

MANUFACTURES OF GOLD, SILVER, &c.

Hamilton.....	\$ 332	\$	\$	\$	\$
Kingston.....	364	20			312
Montreal.....	478	73			291
Quebec.....	2,455	458			20
Three Rivers.....	1,812	2,451			4
Other Ports.....	601	40			
Totals.....	6,042	40			561
		3,042			1,188
					1,812

MANUFACTURES OF HARDWARE, IRON, BRASS OR COPPER.

Cobourg.....	\$ 11,236	\$	\$	\$	\$
Hamilton.....	70,086	4,827			6,409
Kingston.....	20,818	34,826			35,028
London.....	20,816	6,305			14,513
Montreal.....	539,166	2,147			18,669
Quebec.....	102,956	375,714			162,903
Toronto.....	99,111	86,293			15,600
Other Ports.....	73,400	41,773			57,338
Totals.....	937,589	9,529			62,445
		1,426			372,905
		1,426			1,844

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MOWING, REAPING AND THRASHING MACHINES—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brockville		\$ 888	\$	\$	\$ 888	\$	
Clarenceville		885			885		
Fort Erie		271			271		
Frelighsburg		960			960		
Pictou		316			316		
Stanstead		1,118			1,118		
Other Ports		2,198			2,198		
Totals		6,636			6,636		
OIL CLOTHS.							
Hamilton		\$ 1,153	\$ 635	\$	\$ 518	\$	
Kingston		1,556	1,230		326		
London		371	62		309		
Montreal		6,285	5,619		666		
New Carlisle		388	385		3		
Quebec		5,388	4,582		806		
Toronto		2,562	2,900		662		
Other Ports		2,858	379		2,479		
Totals		21,561	15,792		5,769		

PORTS.	Gallons.	Total Value.	OILS.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brantford	7,500	\$ 5,390	\$	\$	\$ 5,390	\$	
Hamilton	10,900	8,773	2,471	1,753	4,549		
Kingston	3,182	2,602	246		2,240	116	
Montreal	146,500	102,183	63,956	120	30,233	7,874	
Quebec	18,660	13,000	12,739	161	100		
Toronto	42,300	33,843	3,672		30,171		
Other Ports	16,452	15,890	1,488	290	14,112		
Totals	245,484	181,681	84,572	2,324	86,795	7,990	
OPIUM.							
Coaticook		\$ 7			\$ 7		
Pictou		29			29		
Toronto		514			514		
Totals		550			550		
PARASOLS AND UMBRELLAS.							
Bytown		\$ 773	\$ 671	\$	\$ 102	\$	
Hamilton		636	617		19		
Kingston		1,962	1,923		39		
Montreal		1,862	1,005		857		
Quebec		4,435	4,435				
Toronto		1,333	958		375		
Other Ports		844	73		771		
Totals		11,845	9,682		2,163		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PLATED AND GILDED WARE—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brockville		\$ 119	\$	\$	\$ 119	\$	
Hamilton		614			614		
Kingston		171	99		72		
Oakville		219	184		35		
Quebec		1,074	954		120		
Toronto		3,582	2,056		1,526		
Other Ports		642	70		572		
Totals		6,421	3,363		3,058		
PLAYING CARDS.							
Montreal		\$ 2,103	\$ 480	\$	\$ 1,623	\$	
Quebec		1,298	1,256		42		
Toronto		308	171		137		
Other Ports		214	51		163		
Totals		3,923	1,958		1,965		

PICKLES AND SAUCES.

Kingston		\$ 258	\$ 238	\$	\$ 20	\$
Montreal		13,813	10,055			3,758
Quebec		7,416	4,256		218	2,942
Toronto		1,040	729		311	
Other Ports		594	50		544	
Totals		23,121	15,328		1,093	6,700
PRESERVED MEATS, POULTRY, &c.						
Clifton		\$ 73	\$	\$	\$ 73	\$
Hamilton		65			65	
Montreal		134	134			
Quebec		886	1		12	873
Toronto		174	102		72	
Other Ports		190			190	
Totals		1,522	237		412	873
SHAWLS, Thibet-Wool, or Filled.						
Goatcook		\$ 2	\$	\$	\$ 2	\$
Fort Erie		10			10	
Hamilton		10			10	
Montreal		41	41			
New Carlisle		10	10			
Owen's Sound		7			7	
Stanley		19			19	
Totals		99	51		48	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SILKS, SATINS OR VELVETS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Dalhousie		\$ 2,774	\$	\$	\$	\$	
Hamilton		30,965	27,249		2,774		
London		6,477	6,327		1,554	2,162	
Montreal		108,342	79,759		28,583		
Toronto		127,051	104,726		22,325		
Other Ports		5,130	2,624		2,506		
Totals		280,749	220,685		57,902	2,162	
SILK, WOOLLEN, WORSTED, AND COTTON EMBROIDERIES, &c.							
Clifton		\$ 64	\$	\$	\$ 64	\$	
Kingston		391	383		8		
Montreal		878	878		16		
Sarnia		16					
Totals		1,349	1,261		88		

TOYS.						
PORTS.	Total Quantity.	Total Value.	Great Britain.	British Colonies.		United States.
				North America.	West Indies.	
Hamilton		\$ 225	\$	\$	\$ 7	\$ 138
London		648			648	
Montreal		4,085	1,529		2,248	308
Quebec		1,577	27		298	1,252
Toronto		4,198	1,775		2,423	
Other Ports		1,227	11		1,216	
Totals		11,960	3,342		6,920	1,698
WOOLLENS.						
Bytown		\$ 38,728	\$	\$	\$	\$
Hamilton		170,781	38,728		10,473	1,454
Kingston		45,616	188,854		4,422	
London		43,884	41,194		7,066	
Montreal		1,509,116	36,818		65,650	2,002
Quebec		244,769	1,441,464		10,974	331
Sault Ste. Marie		10,944	233,464		6,573	
Toronto		402,877	10,944		50,242	
Other Ports		90,403	396,304	134		
Totals		2,557,118	2,397,797	134	155,400	3,787
ALE AND BEER.						
Fort Erie	Gallons.	\$ 387	\$	\$	\$ 387	\$
Hamilton	1,751	827			2	
Kingston	2,462	524				
Montreal	792	23,817			186	
Quebec	95,268	6,376			2,193	
Toronto	19,128	3,472			1,325	
Other Ports	10,800	1,819			4,093	
Totals	9,134	37,222				

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	CIDER—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Kingston	Gallons. 800	\$ 120	\$	\$	\$	\$	\$	
Montreal	7,360	736				120		
Queenston	1,980	200				736		
Toronto	1,217	242				200		
Other Ports	5,067	464	44			242		
Totals	16,424	1,762	44			1,718		
COCOA AND CHOCOLATE.								
Bytown		\$ 72	\$	\$	\$	\$	\$	
Montreal		1,204	608			72		
Quebec		301	14			596		
Toronto		924	106			205	82	
Other Ports		138		2		818		
Totals		2,639	728	2		1,327	82	

HOPS.

Brantford	Lbs. 6,500	\$ 863	\$	\$	\$	\$	\$
Hamilton	21,354	2,317				863	
Kingston	8,000	801				2,317	
Prescott	7,000	649				801	
Quebec	14,360	1,837	500			649	
Toronto	33,158	3,499				1,337	
Other Ports	11,725	1,096				3,499	
Totals	102,097	11,062	500			1,096	

LUMBER OR PLANK.

Amherstburgh		\$ 137	\$	\$	\$	\$	\$
Quebec		277				137	
Sarnia		247				277	
Stanstead		109				247	
Other Ports		230				109	
Totals		1,000				230	

CLOCKS AND WATCHES.

Brockville		\$ 5,531	\$	\$	\$	\$	\$
Hamilton		2,970				5,531	
Montreal		17,301	6,492			2,970	
Quebec		2,858	148			10,809	
Toronto		3,342	13			2,710	
Other Ports		7,024	791			3,329	56
Totals		39,026	7,444			6,177	56

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CORKS—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dalhousie		\$ 412	\$	\$	\$	\$	\$	
Hamilton		1,206			412			
London		723			1,206			
Montreal		3,634	1,693		723		1,565	
Quebec		483	314		376			
Toronto		2,437			169			
Other Ports		902			2,437			
Totals		9,797	2,007		6,225		1,565	
COTTON.								
Brockville		\$ 11,015	\$	\$	\$	\$	\$	
Coaticook		10,666	8,079		2,936			
Gaspé		10,357	1,228		9,438			
Hamilton		363,167	314,723		47,269		1,175	
Kingston		53,346	47,793		5,472		81	
London		66,076	55,306		10,770		1,139	
Montreal		1,789,447	1,703,002	441	81,865			
New Carlisle		10,919	10,592	26	301			
Quebec		347,736	322,007		25,328		401	
Toronto		483,612	442,555		41,057			
Other Ports		168,778	65,694	2,061	101,023			
Totals		3,315,119	2,981,336	2,528	328,459		2,796	

EARTHENWARE AND CROCKERY.

Hamilton	\$ 5,327	\$ 4,916	\$	\$	\$
London	4,754	4,220		421	
Montreal	86,790	86,612		534	
Quebec	39,491	39,004		185	20
Toronto	34,030	27,301		183	307
Other Ports	14,719	6,609	331	6,729	
Totals	185,114	168,652	331	7,779	327

FANCY GOODS.

Dalhousie	\$ 1,389	\$	\$	\$	\$
Hamilton	1,775	260		1,389	
Kingston	3,226			1,396	119
Montreal	110,490	83,209		3,226	
Quebec	26,463	24,655		24,577	2,304
Toronto	27,292	20,390		969	839
Other Ports	5,562	818		6,952	
Totals	176,197	129,332		4,744	3,262

GUNPOWDER.

Montreal	\$ 5,883	\$	\$	\$	\$
Quebec	2,960	2,960			
Toronto	829			829	
Windsor	231			231	
Other Ports	870	147	274	449	
Totals	10,773	8,990	274	1,509	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HOSIERY—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Kingston		\$ 3,117	\$			\$		
Montreal		23,793	23,747			46		
New Carlisle		2,271	2,284			247	538	
Quebec		10,069	6,778			464		
Toronto		6,778	492			757		
Other Ports		956						
Totals		46,984	45,689			757	538	
LINEN.								
Bytown		\$ 3,869	\$			\$	7	
Hamilton		12,055	11,137			911		
Kingston		8,656	7,613			1,043		
London		4,048	3,954			94		
Montreal		54,908	54,237			671		
Quebec		21,011	20,934			77		
Toronto		30,638	29,937			701		
Other Ports		2,925	1,664			1,261		
Totals		138,110	133,345			4,758	7	

LOCOMOTIVE ENGINES AND RAILROAD CARS.

PORTS.	Total Quantity.	Total Value.	OTHER STEAM ENGINES.					MACHINERY.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Brantford		\$ 22,498	\$			\$		
Clifton		984				22,498		
Dalhousie		7,500				984		
Montreal		94,350	62,850			7,500		
Totals		125,332	62,850			31,500		
OTHER STEAM ENGINES.								
Amherstburgh		\$ 800	\$			\$		
Brockville		8,150				800		
Colborne		875				8,150		
Prescott		424				875		
Sarnia		550				424		
St. Johns		780				551		
Totals		11,579				780		
MACHINERY.								
Bellefleur		\$ 3,673	\$			\$		
Clifton		7,475				3,673		
Hamilton		8,328	186			7,475		
Montreal		7,242	1,806			8,142		
Quebec		4,210	2,711			5,436		
St. Johns		7,158				1,499		
Toronto		15,020				7,158		
Other Ports		18,816	232			15,020		
Totals		71,922	4,935			18,286	298	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	PAINTS AND COLOURS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brantford		\$ 1,462	\$			\$	
Hamilton		7,264	3,904			1,462	
London		1,740				3,360	
Montreal		79,155	76,228			1,740	
Quebec		19,370	18,390	23		2,917	
Toronto		18,227	6,382			957	
Other Ports		12,411	1,918	187		11,815	
Totals		139,629	106,822	210		10,306	
P A P E R .							
Hamilton		\$ 2,754	\$			\$	
Kingston		1,569	1,020			2,723	
London		1,135	525			519	
Montreal		24,982	17,456			610	
Quebec		6,045	5,749			7,275	248
Toronto		4,859	2,385			108	188
Other Ports		6,283	915			2,474	
Totals		47,627	28,081			5,368	436

P A P E R H A N G I N G S .

Hamilton		\$ 4,103	\$			\$	
Kingston		1,031	631			3,472	108
Montreal		20,648	14,108			923	
Quebec		6,046	4,125	49		6,540	246
Toronto		5,465	2,968			1,626	
Other Ports		11,008	196			2,497	
Totals		48,301	22,028	49		10,812	354
R A I L R O A D F I S H - P L A T E S , & c .							
Clifton		\$ 10,771	\$			\$	
Coaticook		698				10,771	
Hamilton		4,189	4,189			698	
Totals		15,655	4,189			11,469	
S O A P .							
Montreal		\$ 42,413	\$			\$	
Quebec		16,384	42,003			19	391
Toronto		666	15,732			652	
Windsor		1,432	576			90	
Other Ports		5,193	556	193		1,432	
Totals		66,093	58,867	193		4,419	391

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	STATIONERY—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 7,917	\$ 2,709	\$	\$	\$ 5,208	\$
Kingston		2,158	1,022			1,136	
London		2,520	1,314			1,206	
Montreal		77,320	61,382			15,925	13
Quebec		6,705	5,400			650	655
Toronto		33,097	16,980			16,117	933
Other Ports		10,806	2,004	29		7,840	
Totals		140,523	90,811	29		48,082	1,601
SMALL WARES.							
Bytown		\$ 1,922	\$ 1,922				\$
Hamilton		7,682	3,177			4,466	39
Kingston		4,220				4,220	
London		7,458	392			7,066	
Montreal		30,585	24,244			5,344	997
Quebec		32,485	28,833			3,302	350
Toronto		27,745	8,971			18,774	
Other Ports		8,397	1,436	3		6,958	
Totals		120,494	68,975	3		50,150	1,386

SPIRITS OF TURPENTINE.

Hamilton		\$ 3,246	\$	\$	\$	\$ 3,246	\$
London		1,025				1,025	
Montreal		17,487				17,487	
Quebec		3,183				3,183	
Toronto		4,850				4,850	
Other Ports		4,727	21			4,706	
Totals		34,518	21			34,497	
TOBACCO PIPES.							
Hamilton		\$ 2,407	\$	\$	\$	\$ 587	\$ 537
Montreal		8,596	1,983			2	
Quebec		1,847	8,594			97	
Toronto		377	1,750			190	
Other Ports		714	187	25		429	
Totals		13,941	12,074	25		1,305	537
VARNISH, other than Bright or Black.							
Clifton		\$ 899	\$	\$	\$	\$ 899	\$
Hamilton		2,100				2,100	
Montreal		8,911	3,278			5,633	
Quebec		1,798	838			960	
Toronto		3,591				3,591	
Other Ports		4,468				4,468	
Totals		21,767	4,116			17,651	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	BLEACHING POWDERS—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dundas.....		\$ 567	\$	\$	\$	\$ 567	\$	
London.....		9				9		
Montreal.....		2,272	2,272					
Rowan.....		2				2		
Toronto.....		144				144		
Totals.....		2,994	2,272			722		
B O L T I N G C L O T H S .								
Dundas.....		\$ 966	\$	\$	\$	\$ 966	\$	
Hamilton.....		895				895		
Kingston.....		908				908		
Montreal.....		1,087				1,087		
Québec.....		512	442			70		
Other Ports.....		969				969		
Totals.....		5,337	442			4,895		

BRASS AND YELLOW METAL.

P O R T S .	Total Quantity.	Total Value.	BRASS AND YELLOW METAL.				
			Great Britain.	North America.	West Indies.	United States.	Foreign Countries.
Hamilton.....		\$ 166	\$	\$	\$	\$ 166	\$
Kingston.....		319	51			268	
Toronto.....		170	107			63	
Other Ports.....		33				33	
Totals.....		688	158			530	
B R A S S A N D C O P P E R W I R E .							
Kingston.....		\$ 2,080	\$	\$	\$	\$ 2,041	\$
Montreal.....		269	269				
Québec.....		3,418	3,418				
Toronto.....		231	91			140	
Other Ports.....		532	55			477	
Totals.....		6,530	3,872			2,658	
C O P P E R , i n B a r s , R o d s , & c .							
Chatham.....		\$ 341	\$	\$	\$	\$ 341	\$
Hamilton.....		2,628	9			2,619	
Montreal.....		10,060	8,938			1,122	
Toronto.....		1,006				1,006	
Other Ports.....		593				593	
Totals.....		14,628	8,947			5,681	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	COPPER, BRASS OR IRON TUBES, &c.—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 10,578	\$			\$ 10,578	
Montreal		7,935	4,651			3,284	139
Quebec		1,877	1,738			1,136	1,303
Toronto		1,324	188				
Other Ports		1,303					
Totals		23,017	6,577			16,440	
COTTON CANDLE WICK.							
Hamilton		\$ 3,415	\$			\$ 3,415	
Kingston		1,339				1,339	
Montreal		10,147	2,565			7,582	937
Quebec		2,926	1,589			5,112	4,794
Toronto		5,213	101				
Other Ports		4,794					
Totals		27,434	4,255			23,179	

COTTON AND WOOLLEN YARN AND WARP.

Cobourg		\$ 16	\$			\$ 16	
Hamilton		2,525				2,509	
Kingston		12,395	1,553			10,842	
London		4,047	220			3,827	
Montreal		5,278	463			4,815	
Quebec		55,330	45,849			9,481	91
Toronto		24,825	24,734			15,142	24,638
Other Ports		18,298	3,156				
Totals		26,897	1,654			605	71,345
EMERY, GLASS AND SAND-PAPER.							
Hamilton		\$ 108	\$			\$ 108	
Montreal		1,682	1,236			446	
Toronto		197	10			187	
Other Ports		314	31			253	
Totals		2,301	1,277			1,024	
FELTS.							
Kingston		\$ 369	\$			\$ 369	
Montreal		2,472	1,387			1,085	
Quebec		704	470			234	
Toronto		585				585	
Other Ports		246				246	
Totals		4,376	1,857			2,519	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FIRE BRICKS—IMPORTED FROM					Foreign Countries.
			British Colonies.		United States.	Foreign Countries.		
			North America.	West Indies.				
London.....		\$ 520	\$	\$	\$	\$		
Montreal.....		1,705	1,705					
Quebec.....		1,684	1,684					
Toronto.....		173			173			
Other Ports.....		398	49		349			
Totals.....		4,480	3,958		522			
FISHING HOOKS, NETS, &c.								
Cobourg.....		\$ 735	\$ 136	\$ 31	\$ 599	\$		
Gaspé.....		13,352	13,321	89	112			
New Carlisle.....		3,163	2,962		349			
Quebec.....		1,885	1,536		578			
Toronto.....		1,034	456		3,544			
Other Ports.....		5,472	709	1,219				
Totals.....		25,641	19,120	1,339	5,182			

SILK TWIST, for Hats, Boots and Shoes.

PORTS.	Total Quantity.	Total Value.	SILK TWIST, for Hats, Boots and Shoes.					Foreign Countries.
			British Colonies.		United States.	Foreign Countries.		
			North America.	West Indies.				
Montreal.....		\$ 3,421	\$ 3,075	\$	\$ 346	\$		
Quebec.....		73	73					
Toronto.....		1,586	1,259		327			
Totals.....		5,080	4,407		673			
HAT PLUSH.								
Bytown.....		\$ 36	\$	\$	\$ 36	\$		
Kingston.....		64			64			
London.....		154			154			
Montreal.....		800	99		701			
Toronto.....		65	19		46			
Other Ports.....		16			16			
Totals.....		1,135	118		1,017			
HAIR, Angola, Goat, Thibet, Horse, and Mohair, Unmanufactured.								
Hamilton.....		\$ 388	\$	\$	\$ 388	\$		
Montreal.....		1,004			1,004			
Quebec.....		850			850			
Toronto.....		87			87			
Other Ports.....		70			70			
Totals.....		2,399			2,399			

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	IRON CHAIN, exceeding 3/4 inch—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 1,447	\$ 1,364			\$ 83	
Montreal		2,429	2,429			201	
Quebec		1,793	1,545			248	
Toronto		644	601			43	
Other Ports		1,266	262			1,004	
Totals		7,780	6,201			1,579	
IRON—Canada Plates and Tinned Plates.							
Hamilton		\$ 51,812	\$ 31,023				\$ 20,789
London		12,563	108,578				12,563
Montreal		114,439	25,514				5,861
Quebec		25,514	2,623				667
Toronto		3,290	565				5,259
Other Ports		5,824	168,303				45,139
Totals		213,442					

IRON—Galvanized.

		\$	\$	\$	\$	\$	\$
Montreal		3,661	3,661				
Quebec		1,908	1,908				
Toronto		490	490				293
Other Ports		290					
Totals		5,449	5,159				290
IRON—Wire, Nail and Spike Rod.							
Hamilton		\$ 8,726	\$ 6,956				\$ 1,770
Montreal		156,831	156,899				22
Quebec		7,861	7,792				69
Toronto		1,620	1,298				322
Other Ports		1,541					1,541
Totals		176,579	172,855				3,724
IRON—Bar, Rod, Sheet or Hoop.							
Dalhousie		\$ 2,856	\$ 2,643				\$ 213
Hamilton		45,766	45,412				354
Montreal		389,863	385,639				4,164
Quebec		35,029	35,029				
Toronto		35,044	31,521				3,523
Other Ports		45,399	19,652		168		32,579
Totals		553,957	512,956		168		40,833

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	IRON—Hoop or Tire for Locomotive Wheels—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Coaticook		\$ 670	\$	\$	\$	\$	
Hamilton		10,279	7,382		670		
Montreal		3,861	3,045		2,897		
Toronto		174	174		816		
Totals		14,984	10,601		4,388		
IRON BOILER PLATE.							
Dundas		\$ 3,375	\$	\$	\$	\$	
Hamilton		4,189	3,230		145		
Montreal		5,252	2,457		1,732		
Quebec		1,572	4,337		915		
Toronto		1,959	1,879		31		
Other Ports		1,375			80		
Totals		17,722	13,444		1,375		

IRON—Railroad Bars.						
P O R T S .	Total Quantity.	Total Value.	IRON—Railroad Fish Plates, &c.			
			Great Britain.	British Colonies.		United States.
				North America.	West Indies.	
Brockville		\$ 145,125	\$	\$	\$	\$
Cobourg		5,127	145,125			
Colborne		94,553	5,127			
Hamilton		163,726	94,553			
Montreal		103,184	163,726			
Quebec		224,289	103,184			
Sarnia		48,586	224,289			
Toronto		279,342	48,586			
Totals		1,063,932	279,342			
IRON KNEES.						
Clifton		\$ 6,049	\$	\$	\$	\$
Kingston		205	6,049			
Wellington		27	205			
Totals		6,281	6,281			
Quebec		\$ 21,497	\$	\$	\$	\$
Totals		21,497	21,282		215	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	LOCOMOTIVE AND ENGINE FRAMES—IMPORTED FROM				Foreign Countries.
			British Colonies.		United States.		
			North America.	West Indies.			
Brantford		\$ 1,477	\$	\$	\$ 1,477		
Clifton		1,314			1,314		
Dundas		1,374			1,374		
Hamilton		6,076			5,995		
Kingston		2,280	81		2,280		
Niagara		6,728			6,728		
Toronto		2,163	300		1,863		
Other Ports		452			452		
Totals		21,864	381		21,483		
MACHINERY, for Cotton and Woollen Factories.							
Dundas		\$ 162	\$	\$	\$ 162		
Kingston		150			151		
Montreal		1,580			1,530		
Quebec		317			317		
Other Ports		244			241		
Totals		2,453			2,453		

MACHINERY—for the Manufacture of Doors, &c.

P O R T S .	Total Quantity.	Total Value.	OIL CAKE.				Foreign Countries.
			United States.	British Colonies.	Other Ports.		
Bytown		\$ 309	\$	\$	\$ 309		
Colborne		270			270		
Prescott		714			714		
Windsor		442			442		
Other Ports		599			599		
Totals		2,334			2,334		
PACKAGES.							
Belleville		\$ 14	\$	\$	\$ 14		
Dunville		37			37		
Goderich		50			50		
Totals		101			101		
Hamilton		\$ 7,985	\$	\$	\$ 7,712	\$ 165	
London		3,464			3,464		
Montreal		63,114			39,633	10,481	
Quebec		9,393			5,669	2,364	
Toronto		12,861			12,554	72	
Other Ports		5,617			5,419		
Totals		102,434			74,451	13,682	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PLOUGH MOULDS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 181	\$	\$	\$	\$	
Montreal		71	61		10		
Prescott		74			74		
Toronto		276	276				
Other Ports		143			143		
Totals		745	518		227		
PRINTING PAPER.							
Kingston		\$ 1,600	\$	\$	\$	\$	
Montreal		3,185	2,379		1,600		
Prescott		2,052			2,062		
Quebec		3,587	600		112	2,855	
Toronto		9,528	2,435		7,093		
Other Ports		3,111			3,111		
Totals		23,053	5,414		14,784	2,855	

PREPARED RIGGING.

Colborne	\$ 153	\$	\$	\$	\$
New Carlisle	75				
Quebec	4,047	3,611			
Wallaceburgh	4				
Totals	4,279	3,611	75		593

SCRAP AND OLD IRON.

Chatham	\$ 67	\$	\$	\$	\$
Lacolle	30				
Prescott	6				
Quebec	382	382			
Toronto	250				250
Totals	735	382			353

SALTPETRE OR NITRE.

Hamilton	\$ 1,221	\$	\$	\$	\$
Montreal	812	796			1,221
Quebec	195	195			16
Other Ports	35	7			28
Totals	2,263	998			1,265

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHIP BUILDING MATERIALS—IMPORTED FROM					
			Great Britain.		British Colonies.		United States.	Foreign Countries.
			North America.	West Indies.	North America.	West Indies.		
Dalhousie		\$ 19	\$			\$ 818	\$	
New Carlisle		78	78			108		
Oakville		108				223		
Quebec		2,538	2,315			55		
Other Ports		151	13	43				
Totals		3,693	2,406	43		1,244		
SAILS, Ready Made.								
Amherst		\$ 758	\$	\$ 673		\$ 85	\$	
Dalhousie		828				828		
Gaspé		592	592					
Quebec		3,151	3,151			763		
Other Ports		783	20					
Totals		6,112	3,763	673		1,676		

STEAMBOAT, AND MILL SHAFTS.

PORTS.	Total Quantity.	Total Value.	STEAMBOAT, AND MILL SHAFTS.					
			Great Britain.		British Colonies.		United States.	Foreign Countries.
			North America.	West Indies.	North America.	West Indies.		
Fort Erie		\$ 40	\$	\$		\$ 40	\$	
Russelltown		21				21		
Totals		61				61		
LEAD, in Sheet.								
Hamilton		\$ 494	\$	\$		\$ 494	\$	
Montreal		1,729	1,729					
Quebec		410	410			97		
Other Ports		97						
Totals		2,730	2,139			591		
STEEL, Wrought or Cast.								
Bytown		\$ 1,244	\$	\$		\$ 6	\$	
Hamilton		6,486	6,440			46		
Kingston		5,486	5,486					
Montreal		35,407	33,253			2,157		
Quebec		3,488	2,810			678		
Toronto		1,749	1,503			246		
Other Ports		4,928	2,075			2,853		
Totals		58,788	52,802			5,986		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	TIN, Granulated or Bar—IMPORTED FROM				Foreign Countries.
			British Colonies.		United States.		
			North America.	West Indies.			
Hamilton		\$ 1,156	\$	\$	\$		
Kingston		1,580			530		
Montreal		16,895					
Quebec		6,785					
Toronto		5,067			2,348		
Other Ports		2,404			2,081		
Totals		33,887			4,959		
ZINC or Spelter, in Sheet.							
Bytown		\$ 1,118	\$	\$	\$		
Cobourg		1,585			1,118		
Hamilton		1,169			585		
Montreal		3,797			1,169		
Toronto		1,257					
Other Ports		2,611			236		
Totals		10,537			2,422		

VARNISH, Bright and Black.

Brockville		\$ 6	\$	\$	\$	
New Carlisle		3			6	
St. Johns		20			3	
Totals		29			20	

ROLL SULPHUR.

Montreal		\$ 111	\$	\$	\$	
Quebec		90			82	
Other Ports		13			13	
Totals		214			95	

UNENUMERATED ARTICLES—(5 and 2½ per cent.)

Clifton		\$ 537	\$	\$	\$	
Hamilton		870			537	
Montreal		7,432			488	
New Carlisle		948			2,182	
Quebec		1,156				
Sault Ste. Marie		879			3	
Other Ports		3,840		146	3,688	
Totals		15,662		146	6,898	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ACIDS—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Hamilton		\$ 375	\$	\$	\$	\$ 375	\$	
Montreal		2,455	1,961			494		
Quebec		214	214					
Toronto		1,168	402			766		
Other Ports		660	46			614		
Totals		4,872	2,623			2,249		
ALUM.								
Chatham		\$ 22	\$	\$	\$	\$ 22	\$	
Montreal		1,057	1,057					
Other Ports		55				55		
Totals		1,134	1,057			77		

ANATOMICAL PREPARATIONS.

PORTS.	Total Quantity.	Total Value.	ANCHORS.					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Clifton		\$ 20	\$	\$	\$	\$ 20	\$	
Hamilton		30				30		
Quebec		4,235	4,235					
Other Ports		37				37		
Totals		4,322	4,235			87		
ANCHORS.								
Amherst		\$ 190	\$	\$	\$	\$ 18	\$	
Amherstburgh		195				195		
Gaspé		240	240					
Montreal		349	349					
New Carlisle		188	188					
Other Ports		309	160			149		
Totals		1,471	937			362		
ANIMALS, Horses.								
Clifton		\$ 6,880	\$	\$	\$	\$ 6,880	\$	
Coaticook		9,775				9,775		
Morrisburgh		6,750				6,750		
Prescott		58,877				58,877		
Stanstead		9,105				9,105		
Toronto		8,750				8,750		
Windsor		9,880				9,880		
Other Ports		58,712	4,275	120		54,317		
Totals		168,729	4,275	120		164,334		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	HORNED CATTLE—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Coaticook.....	104	\$ 2,702	\$	\$	\$	\$ 2,702		
Dundee.....	293	3,537				3,537		
Montreal.....	83	3,830	1,288			2,542		
Potton.....	145	2,156				2,156		
Sault Ste. Marie.....	92	3,153				3,153		
Windsor.....	214	10,688				10,688		
Other Ports.....	933	25,561	1,080	26		24,455		
Totals.....	1,864	51,627	2,368	26		49,233		
SHEEP.								
Clifton.....	216	\$ 829	\$	\$	\$	\$ 829		
Corwall.....	307	719				719		
Montreal.....	87	502				502		
Queenston.....	302	853				853		
Toronto.....	441	1,418				1,418		
Other Ports.....	1,458	3,598	168	4		3,426		
Totals.....	2,811	7,919	168	4		7,747		

P O R T S .	Total Quantity.	Total Value.	PIGS.					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dundee.....	27	\$ 350	\$	\$	\$	\$ 350		
Fort Erie.....	69	315				315		
Kingston.....	12	324				324		
Windsor.....	3,667	16,940				16,940		
Other Ports.....	195	971	26	2		943		
Totals.....	3,970	18,900	26	2		18,872		
POULTRY.								
Clifton.....		\$ 312	\$	\$	\$	\$ 312		
Hamilton.....		211				211		
Niagara.....		195				195		
Toronto.....		362				362		
Windsor.....		316				316		
Other Ports.....		197		11		186		
Totals.....		1,593		11		1,582		
ARGOL.								
Toronto.....		\$ 199	\$	\$	\$	\$ 199		
Totals.....		199				199		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	ASHES—Pearl—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dundee.....		\$ 5,310	\$	\$	\$	\$ 5,310		
Kingston.....		452				452		
Montreal.....		1,340				1,340		
St. Regis.....		1,000				1,000		
Other Ports.....		36		16		20		
Totals.....		8,138		16		8,122		
ASHES—Pot.								
Dundee.....		\$ 1,020	\$	\$	\$	\$ 1,020		
Hamilton.....		11				11		
Montreal.....		12,088				12,088		
Toronto.....		2,128				2,128		
Totals.....		15,247				15,247		

BARK, BERRIES, NUTS, &c.

Brantford.....	\$	\$	\$	\$	\$	\$
Hamilton.....	1,584				1,584	
London.....	5,442				5,442	
Montreal.....	1,981				1,981	
Toronto.....	19,101	10,551			8,126	424
Other Ports.....	4,620	441	20		4,179	
	7,253				7,253	
Totals.....	39,981	10,992	20		28,545	424

BARK—Tanners'.

Chatham.....	\$	\$	\$	\$	\$	
Quebec.....	1,093	928			1,093	
Sarnia.....	946				18	
Windsor.....	180				180	
Other Ports.....	542				542	
	284				284	
Totals.....	3,045	928			2,117	

BLEACHING POWDERS.

Dundas.....	\$	\$	\$	\$	\$
Montreal.....	202	2,607			202
Toronto.....	4,023				1,416
	44				44
Totals.....	4,269	2,607			1,662

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BOOKBINDERS' TOOLS, PRESSES, &c.—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Hamilton		\$ 129	\$	\$		\$ 129	\$	
Montreal		361				361		
Quebec		32	32					
Stanley		725				725		
Toronto		462				462		
Woodstock		164				164		
Totals		1,873	32			1,841		
BOOKS—Printed.								
Clifton		\$ 16,582	\$	\$		\$ 16,582	\$	
Hamilton		24,682	1,163			23,519		
London		7,090	453			6,637		
Montreal		129,086	71,053			58,030	4,313	
Prescott		13,144				13,144		
Quebec		26,765	5,893			7,661	13,211	
Toronto		99,575	14,986			84,589		
Other Ports		46,303	2,349			42,352	1,602	
Totals		363,197	95,897			248,174	19,126	

BORAX.

Montreal	\$ 901	\$	\$	\$	\$
Philipsburgh	109				109
Toronto	209	139			70
Other Ports	135	22			113
Totals	1,354	1,062			292

BRISTLES.

Kingston	\$ 125	\$	\$	\$	\$
London	110				82
Montreal	5,916	1,448			4,468
Toronto	1,677				1,677
Other Ports	60				60
Totals	7,888	1,491			6,397

BROOM CORN.

Brantford	\$ 1,820	\$	\$	\$	\$
Hamilton	6,172				6,172
London	1,049				1,049
Montreal	13,992				13,992
Toronto	5,166				5,166
Other Ports	2,673				2,673
Totals	30,872				30,872

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BUSTS, CASTS, AND STATUES—IMPORTED FROM				Foreign Countries.
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
Montreal.....		\$ 437	\$ 108	\$	\$	\$	
Prescott.....		221			329		
Toronto.....		829	139		221		
Other Ports.....		470	57		700	158	
Totals.....		1,957	294		1,505	158	
BURR STONES AND GRIND STONES.							
Hamilton.....		\$ 1,452	\$	\$	\$ 1,452	\$	
Kingston.....		3,199			3,199		
Montreal.....		4,243	519		2,486	1,238	
Prescott.....		1,300			1,300		
Quebec.....		2,530			1,200	1,330	
Toronto.....		1,685			1,685		
Other Ports.....		2,247	41		2,206		
Totals.....		16,656	519	41	13,528	2,568	

BUTTER.

	Cwt.	\$	\$	\$	\$	\$
Clifton.....	78	\$ 1,399	\$	\$	\$ 1,399	\$
Hamilton.....	28	532			532	
Kingston.....	37	632			632	
Montreal.....	39	789			789	
New Carlisle.....	32	720		720		
Toronto.....	82	1,595			1,595	
Other Ports.....	132	2,235	20	125	2,090	
Totals.....	428	7,902	20	845	7,037	

BISCUIT AND BREAD.

	\$	\$	\$	\$	\$
Amherst.....	\$ 421	\$	\$	\$	\$
Gaspé.....	41				
Uwen's Sound.....	7			7	
Totals.....	469	41	421	7	7

COCOA PASTE.

	\$	\$	\$	\$	\$
Gaspé.....	\$ 5	\$	\$ 5	\$	\$
Toronto.....	499		499		
Totals.....	504		504		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COIN AND BULLION—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Chatham		\$ 15	\$	\$	\$	\$ 15	\$	
Gaspé		660	200	460				
Totals		675	200	460		15		
CABLES—Iron Chain.								
Gaspé		\$ 774	\$	\$	\$	\$	\$	
Montreal		4,216	774					
Quebec		15,467	4,178			38		
Other Ports		858	15,467	262		405		
Totals		21,315	20,610	262		443		
CABLES—Hemp and Grass.								
Burwell		\$ 31	\$	\$	\$	\$ 31	\$	
Kingston		1,406	1,406					
Quebec		1,973	1,973					
Totals		3,410	3,379			31		

CAOUTCHOUC AND GUTTA PERCHA.

Brockville		\$ 119	\$	\$	\$	\$ 119	\$	
Montreal		16,108				16,108		
Queenston		2				2		
Totals		16,229				16,229		
CARRIAGES AND VEHICLES OF TRAVELLERS, &c.								
Hamilton		\$ 500	\$	\$	\$	\$ 500	\$	
Kingston		7,232				7,232		
Morrisburgh		1,665				1,665		
Prescott		9,820				9,820		
Other Ports		1,355	60			1,295		
Totals		20,572	60			20,512		

CHEESE.

	Cwt.	\$	\$	\$	\$	\$	\$
Dalhousie		2,205				2,205	
Fort Erie		484				3,777	
Guelph		172				2,066	
Hamilton		1,202				10,596	
Montreal		1,867	459			20,069	381
Prescott		810				7,045	
Toronto		2,127				19,333	
Other Ports		3,053	1,360			24,954	72
Totals	9,996	92,317	1,819			90,045	463

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COAL AND COKE—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Dalhousie	Tons. 1,985	\$ 7,442	\$ 273	\$	\$	\$ 7,169	\$
Hamilton	7,533	33,209				33,209	
Kingston	3,593	11,496				11,496	
Montreal	2,452	9,809				2,682	
Quebec	58,418	135,175	7,127	1,358		936	1,200
St. Johns	5,914	18,046				18,046	
Toronto	94,659	90,820				90,820	
Windsor	3,003	11,925				11,925	
Other Ports	14,160	67,444	893	134		66,417	
Totals	121,697	385,366	139,944	1,522		242,700	1,200
CORDAGE—of all kinds.							
Gaspé		\$ 7,196	\$ 7,196	\$	\$	\$	\$
Hamilton	1,985	3,799	404			3,395	
Montreal	7,533	12,688	7,809			4,879	
New Carlisle	3,593	6,095	5,931	157		7	
Quebec	2,452	25,624	20,498			5,126	
Toronto	58,418	7,543	234			7,309	
Other Ports	5,914	17,590	1,278	1,425		14,887	
Totals		80,535	43,350	1,582		35,603	

CLOTHING AND ARMS FOR MILITARY.

PORTS.	Total Quantity.	Total Value.	COPPER—in Bars, Rods, or Sheets.				
			Great Britain.	British Colonies.	United States.	Foreign Countries.	
Kingston		\$ 11,183	\$ 10,695	\$	\$	\$ 488	\$
Montreal		6,794	6,749			45	
Quebec		5,793	5,570			223	
Toronto		4,539	3,709			830	
Other Ports		2,298	1,768			530	
Totals		30,607	28,491			2,116	
COTTON AND FLAX WASTE.							
Hamilton		\$ 6,278	\$ 1,966	\$	\$	\$ 4,312	\$
Kingston		4,717	41			4,676	
Montreal		15,409	3,240			12,169	
Toronto		1,413				1,413	
Other Ports		2,248	632			1,616	
Totals		30,065	5,879			24,186	
Brantford		\$ 1,223	\$	\$	\$	\$ 1,223	\$
Clifton		1,979				1,979	
Hamilton		1,487				1,487	
Montreal		15,911				15,911	
Toronto		1,083				1,083	
Other Ports		730				730	
Totals		22,413				22,413	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COTTON WOOL—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Clifton		\$ 3,345	\$	\$	\$ 3,345	\$	
Dalhousie		1,418			1,418		
Hamilton		1,004			1,004		
Montreal		4,671			4,671		
Other Ports		800			800		
Totals		11,238			11,238		
CREAM OF TARTAR—in Crystals.							
Georgeville		\$ 7	\$	\$	\$ 7	\$	
Hamilton		114			114		
Sarnia		4			4		
Toronto		541			541		
Totals		666			666		

DIAMONDS AND PRECIOUS STONES.

		DONATIONS.					
		DRAWINGS.					
Montreal		\$	\$	\$	\$	\$	\$
Totals		179				179	
		DONATIONS.					
Amherstburgh		\$	\$	\$	\$	\$	\$
Clifton		145				145	
Montreal		312				312	
Other Ports		233				233	
Totals		846				846	
		DRAWINGS.					
Hamilton		\$	\$	\$	\$	\$	\$
Montreal		1,809				959	
Prescott		5,422				1,617	240
Toronto		12,030				12,030	
Other Ports		2,085				1,306	
Totals		3,325				2,952	201
Totals		24,671				18,864	441

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	EARTHS, CLAYS, AND OCHRES—IMPORTED FROM				Foreign Countries.
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
Montreal		\$ 639	\$ 472			\$ 67	
Pictou		148				148	
St. Johns		420				420	
Three Rivers		250				250	
Other Ports		219				219	
Totals.....		1,576	472			1,104	
EGGS.							
Clifton	Dozen.	\$ 856	\$	\$		\$ 856	
Hamilton	5,729	238				238	
Queenston	2,183	210				210	
Toronto	1,875	611				611	
Other Ports	5,273	570				570	
Totals.....	20,785	2,487				2,487	

FARM UTENSILS AND IMPLEMENTS.

Brantford	\$ 16	\$	\$	\$	\$ 16	\$
Collingwood	161				161	
Montreal	50					
Staustead	20				20	
Totals.....	247	50			197	

FELT HAT—BODIES, AND HAT FELTS.

London	\$ 141	\$	\$	\$	\$ 141	\$
Montreal	366				366	
Toronto	431				431	
Other Ports	112				112	
Totals.....	1,050				1,050	

FELT SHEETING.

Montreal	\$ 1,650	\$	\$	\$	\$ 1,650	\$
Brantford	150				150	
Toronto	1,116				1,116	
Other Ports	398	60	45		233	
Totals.....	3,254	60	45		3,149	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FLAX, HEMP, AND TOW—Undressed—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Collingwood.....		\$ 2,000	\$		\$ 2,000		
Hamilton.....		2,189			2,189		
Montreal.....		31,994			31,994		
Quebec.....		16,444	9,889		6,555		
Toronto.....		1,525			1,525		
Other Ports.....		2,109			2,109		
Totals.....		56,261	9,889		46,372		
FIREWOOD.							
Chippawa.....	Cords.	\$ 6,596	\$		\$ 6,596		
Dundee.....	3,191	3,292			3,292		
St. Johns.....	466	1,030			1,030		
St. Regis.....	7,736	13,566			13,566		
Toronto.....	8,344	19,029			19,029		
Other Ports.....	2,741	4,144			4,144		
Totals.....	24,605	47,657			47,657		

FIRE BRICK AND CLAY.

Dalhousie.....		\$ 267			\$ 267	
Hamilton.....		424	365		59	
Montreal.....		215			215	
Quebec.....		462	462			
Toronto.....		387			387	
Other Ports.....		656			656	
Totals.....		2,411	827		1,584	
FISH—Fresh.						
Clifton.....		\$ 30,239			\$ 30,239	
Coaticook.....		11,126			11,126	
Kingston.....		4,082			4,082	
Prescott.....		5,821			5,821	
Quebec.....		9,522	8,318		1,204	
Toronto.....		2,381			2,381	
Other Ports.....		2,459	116		2,343	
Totals.....		65,630	8,434		57,196	
FISH—Salt.						
Montreal.....		\$ 78,362			\$ 4,616	\$ 73,247
New Carlisle.....		17,147	17,147			
Quebec.....		37,541	37,541			
Other Ports.....		16,840	317		16,218	
Totals.....		149,890	55,005		20,834	73,247

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH OIL—CRUDE—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Brantford		\$ 4,491	\$			\$ 4,491		
Clifton		23,766				23,766		
Hamilton		7,831				7,831		
Montreal		48,897		35,866		13,031		
Quebec		7,039		7,039				
Toronto		9,272				9,272		
Other Ports		22,225		1,680		20,545		
Totals		123,521		44,555		78,986		
FISH—Products of—Unmanufactured.								
Goderich		\$ 551	\$			\$ 551		
London		102				102		
Prescott		33				33		
Other Ports		22				22		
Totals		708				708		

FRUIT—Green.

Hamilton		\$ 5,368	\$			\$ 5,368	
Kingston		4,480				4,480	
Montreal		28,380				28,380	
Prescott		11,058				11,058	
St. Johns		5,300				5,300	
Toronto		11,726				11,726	
Other Ports		23,537		10		22,769	768
Totals		89,849		10		89,071	768
FRUIT—Dried.							
Hamilton		\$ 2,469	\$			\$ 2,469	
Kingston		1,789				1,789	
London		1,563				1,563	
Toronto		15,132				15,132	
Other Ports		8,969				8,969	
Totals		29,922				29,922	
FURS AND SKINS—Undressed.							
Montreal		\$ 28,909	\$			\$ 27,171	
Quebec		1,858				1,423	
Sault Ste. Marie		4,894				4,527	
Toronto		2,212				2,212	
Other Ports		2,235				2,235	
Totals		40,108				37,568	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	GREASE AND SCRAPS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Dalhousie		\$ 975	\$	\$	\$	\$	
Hamilton		8,555			975		
Montreal		5,892			8,555		
Toronto		3,613			5,892		
Other Ports		2,229			3,613		
Totals		21,264			2,229	21,264	
GYPSUM—GRAVEL.							
Bath		\$ 551	\$	\$	\$ 551	\$	
Cramahe		714			714		
Pictou		1,150			1,150		
Toronto		1,282			1,282		
Other Ports		1,640			1,640		
Totals		5,337			5,337		

BARLEY AND RYE.						
P O R T S .	Total Quantity.	Total Value.	Great Britain.	British Colonies.		United States.
				North America.	West Indies.	
Chippawa		\$ 1,210	\$	\$	\$	\$
Kingston		699			1,210	
Prescott		1,377			699	
Toronto		617			1,377	
Windsor		4,983			617	
Other Ports		1,579	20		4,983	
Totals	17,777	10,465	20		1,559	10,445
BRAN AND SHORTS.						
Belleville		\$ 235	\$	\$	\$	\$
Prescott		534			235	
Sarnia		273			534	
Windsor		2,371			273	
Other Ports		638			2,371	
Totals		4,051			638	4,051
BUCKWHEAT.						
Coaticook		\$ 30	\$	\$	\$	\$
Cornwall		65			30	
Montreal		229			65	
Other Ports		39			229	
Totals	380	363			39	363

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	FLOUR—IMPORTED FROM				Foreign Countries.
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
Amherst	Barrels. 2,191	\$ 13,387	\$ 13,185	\$	\$ 202	\$	
Belleville	2,954	12,485			12,485		
Hamilton	1,602	8,062			8,062		
Kingston	12,107	46,964			46,964		
Montreal	145,579	550,578			550,578		
Sarnia	4,692	21,791			21,791		
Wallaceburgh	2,410	11,060			11,060		
Windsor	10,815	44,402			44,402		
Other Ports	12,913	55,231	48	147	55,086		
Totals	195,263	763,960	48	13,332	750,580		
OATS.							
Gaspé	Bushels. 1,000	\$ 400	\$ 400	\$	\$ 808	\$	
Kingston	2,022	808			808		
Montreal	62,178	17,916			17,916		
Sarnia	1,598	775			775		
Windsor	862	300			300		
Other Ports	4,825	1,776			1,776		
Totals	72,485	21,975		400	21,575		

BEANS AND PEAS.

Kingston	Bushels. 230	\$ 299	\$	\$	\$ 299	\$
Quebec	199	195			40	
Toronto	413	327	155		327	
Other Ports	1,250	1,276	47		1,229	
Totals	2,092	2,097	155	47	1,895	

INDIAN CORN.

Belleville	Bushels. 30,452	\$ 18,399	\$	\$	\$ 18,399	\$
Chippawa	53,150	32,726			32,726	
Cobourg	20,139	12,687			12,687	
Kingston	169,781	94,685			94,685	
Montreal	60,441	29,270			29,270	
Prescott	24,582	16,137			16,137	
Toronto	150,936	84,025			84,025	
Windsor	105,033	53,204			53,204	
Other Ports	84,315	51,523			51,523	
Totals	698,829	392,656			392,656	

WHEAT.

Chippawa	Bushels. 32,743	\$ 24,817	\$	\$	\$ 24,817	\$
Dalhousie	432,835	362,399			362,399	
Hamilton	16,042	16,039			16,039	
Hope	21,150	13,210			13,210	
Kingston	1,228,468	843,911			843,911	
Montreal	409,555	312,385			312,385	
Prescott	44,212	29,329			29,329	
Other Ports	55,509	45,399	10		45,399	
Totals	2,240,514	1,647,489	10		1,647,479	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	MEAL—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton.....	Barrels. 576	\$ 1,842	\$	\$	\$	\$	
Kingston.....	1,062	4,248			1,842		
Montreal.....	359	1,436			4,248		
Sarnia.....	604	1,756			1,436		
Other Ports.....	4,171	12,701	98	821	1,756		
Totals.....	6,772	21,983	98	821	11,782	21,064	
HAT PLUSH.							
Chippawa.....		\$ 7	\$	\$	\$	\$	
Kingston.....		590			7		
London.....		184			590		
Montreal.....		3,812	1,044		184		
Toronto.....		994	42		1,349	1,419	
Totals.....		5,587	1,086		3,082	1,419	

P O R T S .	Total Quantity.	Total Value.	HAY.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton.....		\$	\$	\$	\$	\$	
Kingston.....		108			108		
Montreal.....		60			60		
Toronto.....		966			966		
Other Ports.....		185	25		160		
Totals.....		1,319	25		1,294		
HOPS.							
Dundee.....		\$	\$	\$	\$	\$	
Hamilton.....		11,812			11,812		
Montreal.....		823			823		
Toronto.....		2,589	1,249		1,340		
Other Ports.....		1,751			1,697		
Totals.....		18,672	1,249		1,751	17,423	
HIDES AND HORNS.							
Brockville.....		\$	\$	\$	\$	\$	
Conitrook.....		37,459			37,459		
Frelighsburgh.....		50,815			50,815		
Kingston.....		14,106			14,106		
Montreal.....		60,484			60,484		
Philipsburgh.....		118,312	857	18,117	99,338		
Toronto.....		62,735			62,735		
Other Ports.....		60,541			60,541		
Totals.....		495,375	857	18,117	476,401		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	INDIGO—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Kingston		\$ 378	\$	\$	\$	\$ 378	\$	
London		879				879		
Montreal		13,864	13,201			663		
Quebec		3,907	3,907					
Toronto		650				650		
Other Ports		942	113	84		745		
Totals		20,620	17,221	84		3,315		
JUNK, OAKUM, AND OLD NETS.								
Belleville		\$ 1,346	\$	\$	\$	\$ 1,346	\$	
Kingston		819				819		
Montreal		2,269				2,269		
Quebec		1,700	1,416	284				
Toronto		432	254	77		432		
Other Ports		3,523				3,192		
Totals		10,089	1,670	361		8,058		

PORTS.	Lbs.	Total Value.	LARD.					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Dundas	12,339	\$ 1,033	\$	\$	\$	\$ 1,033	\$	
Hamilton	11,199	1,571				1,571		
Montreal	261,256	32,657				32,657		
Toronto	16,868	1,558				1,558		
Other Ports	46,301	4,593	197	6		4,390		
Totals	347,963	41,412	197	6		41,209		
LEAD--Sheet.								
Montreal		\$ 15,966	\$	\$	\$	\$	\$	
Quebec		1,325						
Toronto		675				675		
Other Ports		543	361			182		
Totals		18,509	17,652			857		
LIME.								
Amherst		\$ 2	\$	\$	\$	\$	\$	
Hemmingford		10				2		
Totals		12				10		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MANILLA GRASS, SEA GRASS, AND MOSSES—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
London.....		\$ 194	\$	\$	\$	\$	
Montreal.....	600	600	143		194		
Quebec.....		170			457		
Toronto.....		365			170		
Other Ports.....		525			365		
Totals.....		1,854	143		1,711		
MANURES.							
Cobourg.....		\$ 1,836	\$	\$	\$	\$	
Hope.....		1,632			1,836		
Newcastle.....		1,000			1,632		
Quebec.....		1,272	1,272		1,000		
Toronto.....		2,301			2,301		
Other Ports.....		5,433	58		5,365		
Totals.....		13,464	58	1,272	12,134		

MAPS AND CHARTS—in Sheets.

PORTS.	Total Quantity.	Total Value.	MARINE CEMENT.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
London.....		\$ 337	\$	\$	\$	\$	
Montreal.....		6,419			337		
Quebec.....		369	114		6,419		
Toronto.....		1,188	1,188		251		
Other Ports.....		325	6		342		
Totals.....		8,960	1,308		7,668	4	
MARBLE—in Blocks—Unpolished.							
Hamilton.....		\$ 2,419	\$	\$	\$	\$	
Kingston.....		5,593			2,419		
Montreal.....		2,473			5,593		
Toronto.....		1,492			2,473		
Other Ports.....		1,895			1,492		
Totals.....		13,872			13,872		
Bellefleur.....		\$ 1,136	\$	\$	\$	\$	
Hamilton.....		2,608			1,136		
Montreal.....		5,008			2,608		
Toronto.....		2,087			5,008		
Other Ports.....		8,171			2,087		
Totals.....		19,010			19,010		

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	MEATS—Fresh, Smoked, and Salt—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Bytown	Cwt. 8,600	\$ 51,624	\$	\$	\$ 51,624	\$	
Clifton	1,775	10,655			10,655		
Dalhousie	1,886	11,315			11,315		
Hamilton	2,796	16,778	39		16,739		
Montreal	35,400	212,300	23		212,277		
Prescott	22,095	132,565			132,565		
Toronto	1,942	11,651			11,651		
Windsor	2,780	16,478			16,478		
Other Ports	17,170	85,850	2,023	2,968	80,859		
Totals	94,444	549,419	2,085	2,968	544,366		
MILITARY AND NAVAL STORES.							
Bytown		\$ 684	\$	\$	\$	\$	
Montreal		34,064					
Quebec		743					
Other Ports		36			36		
Totals		35,527	35,491		36		

MODELS.						
P O R T S .	Total Quantity.	Total Value.	MUSICAL INSTRUMENTS.			
			Great Britain.	British Colonies.	United States.	Foreign Countries.
Ganancque		\$ 155	\$	\$	\$ 155	\$
Montreal		566			566	
Toronto		198			198	
Other Ports		460			460	
Totals		1,379			1,379	
MUSICAL INSTRUMENTS.						
Belleville		\$ 68	\$	\$	\$ 68	\$
Bytown		92			92	
Quebec		172			172	
Toronto		949	290		659	
Totals		1,281	290		991	
NITRE OR SALTPETRE.						
Hamilton		\$ 3,828	\$	\$	\$ 3,828	\$
Montreal		3,750	3,691		59	
Other Ports		222			222	
Totals		7,800	3,691		4,109	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	OIL CAKE, or LINSEED CAKE—IMPORTED FROM				United States.	Foreign Countries.
			British Colonies.		West Indies.	United States.		
			North America.	West Indies.				
Fort Erie		\$ 43	\$	\$	\$	\$ 43	\$	
Pictou		16				16		
Sutton		30				30		
Wallaceburgh		8				8		
Totals.....		97				97		
OIL—COCOA NUT, PINE AND PALM.								
Hamilton		\$ 1,019	\$	\$	\$	\$ 1,019	\$	
Montreal		21,209	1,160			20,049		
Quebec		1,933	1,837			96		
Toronto		7,792				7,792		
Other Ports		2,600	32			2,568		
Totals.....		34,553	3,029			31,524		

ORES—of all kinds.		OSIERS OR WILLOW.		PHILOSOPHICAL INSTRUMENTS.	
Montreal	\$ 9,038	\$	\$	\$ 430	\$
Totals.....	9,038			2,678	27
Kingston	\$ 23	\$	\$	2,178	646
Totals.....	23			1,767	411
				596	596
				4,202	1,680

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	P I G I R O N A N D P I G L E A D—I M P O R T E D F R O M				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Montreal	Tons. 3,036	\$ 60,720	\$ 60,040	\$	\$	\$ 680	\$
Niagara	394	13,660	44,085			13,660	
Quebec	2,974	44,085	1,875			4,565	
Other Ports	313	6,440					
Totals	6,717	124,905	106,000			18,905	
P I T C H A N D T A R .							
Gaspé	Barrels. 137	\$ 368	\$ 61	\$ 307	\$	\$	\$
Montreal	714	2,143				2,143	
Quebec	830	1,936		753		1,183	
St. Johns	110	230				230	
Toronto	161	726		213		726	
Other Ports	756	2,267	132			1,922	
Totals	2,708	7,670	193	1,273		6,204	

P A C K A G E S .

Guelph	\$ 219	\$	\$	\$	\$	\$
Hamilton	494					494
Montreal	12,028	1,073		309		8,984
Other Ports	833	18				1,662
Totals	13,074	1,091	309			10,012
						1,662

P R I N T I N G P R E S S E S A N D I M P L E M E N T S .

Hamilton	\$ 1,474	\$	\$	\$	\$	\$
Kingston	1,276					1,474
Montreal	9,020	670				1,276
Toronto	9,549	263				8,350
Other Ports	3,099	30				9,286
Totals	24,418	963				3,069
						23,455

R A G S .

Dundee	\$ 846	\$	\$	\$	\$	\$
Quebec	433					846
Other Ports	97	433				97
Totals	1,376	433				943

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	RESIN AND ROSIN—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Hamilton	Barrels. 537	\$ 1,175	\$	\$	\$	\$	\$	
Montreal	1,963	5,890			1,175			
Quebec	1,050	2,055			5,890			
Toronto	1,321	3,341			2,055			
Other Ports	1,179	3,110		3	3,341			
Totals	6,080	15,571		3	3,107		15,568	
RICE.								
Hamilton	Cwt. 692	\$ 2,761	\$	\$	\$	\$	\$	
Kingston	752	2,106	1,533		2,761			
London	359	2,202			573			
Montreal	6,052	27,331	26,944		2,202			
Quebec	3,974	15,412	15,412		387			
Toronto	1,208	4,487			4,487			
Other Ports	1,769	8,266	43	491	7,732			
Totals	14,806	62,565	43,932	491	18,142			

P O R T S .	Total Quantity.	Total Value.	SALT.					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Bellefleur	Bushels. 32,309	\$ 9,339	\$	\$	\$	\$	\$	
Gaspé	91,070	8,115	3,722	300	9,339			
Hamilton	156,794	42,902			4,093			
Quebec	805,019	70,775	70,565		42,902		210	
Stanley	62,498	17,263			17,263			
Toronto	89,881	46,425			46,425			
Other Ports	476,125	133,106	7,558	7,608	114,512		3,498	
Totals	1,713,696	327,925	81,845	7,908	234,534		3,698	
SAL AMMONIA—SAL SODA.								
Brantford		\$ 173	\$	\$	\$	\$	\$	
Kingston		95			173			
Montreal		13,837			95			
Other Ports		239		44	195			
Totals		14,344		44	463			
SAIL CLOTH.								
Kingston		\$ 1,952	\$	\$	\$	\$	\$	
Montreal		11,634			1,216			
New Carlisle		1,485			5,986			
Quebec		16,881			2,923			
Other Ports		3,878		380	2,960			
Totals		36,030		380	13,085			

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	SEEDS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 11,576	\$ 176			\$ 10,892	\$ 508
Montreal		30,353	5,411			24,942	
Quebec		3,482	1,270			2,212	
Toronto		8,066	1,459			6,607	
Other Ports		35,641	1,938			33,703	
Totals		89,118	10,254			78,356	508
SETTLERS' GOODS.							
Hamilton		\$ 27,980	\$ 1,872			\$ 26,108	
Kingston		12,796	2,334			10,462	
London		19,398	333			19,065	
Montreal		11,191	10,373			808	10
Quebec		57,103	45,500			4,352	7,251
Toronto		56,776				56,776	
Other Ports		179,099	3,447	5		175,647	
Totals		364,343	63,859	5		293,218	7,261

SHIPS' WATER CASKS—in use.

Québec	\$ 100	\$ 100	\$	\$	\$	\$
Totals	100	100				

SHIPS' BLOCKS—BINNACLE LAMPS, &c.

Amherstburgh	\$ 552					\$ 552
Kingston	1,993					1,993
Montreal	1,655	894				831
Quebec	1,872	1,872				
Other Ports	1,793	761				1,032
Totals	7,865	3,457				4,408

SODA ASH.

Chatham	\$ 311					\$ 311
Montreal	16,074	14,889				1,185
Quebec	4,142	4,142				
Other Ports	591	7				584
Totals	21,118	19,038				2,080

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	SPECIMENS—IMPORTED FROM					Foreign Countries.
			Great Britain.	British Colonies.		United States.	Foreign Countries.	
				North America.	West Indies.			
Clifton		\$ 100	\$	\$	\$	\$	\$	
Montreal		1,721	1,523			100		
Toronto		236	15			198		
Other Ports		64				236		
Totals		2,121	1,538			49	583	
S L A T E .								
Hamilton		\$ 1,875	\$	\$	\$	\$	\$	
Montreal		5,092	3,571			1,875		
Sarnia		1,800				1,521		
Stanley		2,556				1,800		
Toronto		7,358				2,556		
Other Ports		720				7,358		
Totals		19,401	3,571			720	15,830	

STONE—Unwrought.

S U L P H U R A N D B R I M S T O N E .							
P O R T S .	Total Quantity.	Total Value.	Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Fort Erie		\$ 8,830	\$	\$	\$	\$	\$
Hamilton		2,967				8,830	
Montreal		2,545	2,289			2,967	
Sarnia		3,401				256	
Toronto		12,453				3,401	
Other Ports		4,552				12,453	
Totals		34,748	2,289			4,552	32,459
S U L P H U R A N D B R I M S T O N E .							
Hamilton		\$ 130	\$	\$	\$	\$	\$
Montreal		1,273	513			130	
Other Ports		52				652	
Totals		1,455	513			52	884
T A L L O W .							
Dalhousie	Lbs.	\$ 14,555	\$	\$	\$	\$	\$
Hamilton	147,584	19,954				14,555	
Montreal	205,244	255,656				19,954	
Quebec	2,556,560	10,364				255,656	
Toronto	111,887	57,892				10,364	
Other Ports	594,804	43,454	15			57,892	
Totals	383,975	401,875	15			43,439	401,860

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	TEASELS—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Clarenceville		\$ 118	\$			\$ 118	\$
Hamilton		60				60	
Kingston		101				101	
Toronto		78				78	
Other Ports		118				118	
Totals.....		475				475	
T I M B E R A N D L U M B E R .							
Cornwall.....		\$ 12,583	\$			\$ 12,583	\$
Kingston		19,862				19,862	
Sarnia		27,326				27,326	
Windsor		14,622				14,622	
Other Ports		41,347		509		40,838	
Totals.....		115,740		509		115,231	

T I N A N D Z I N C — O R S P E L T E R .

P O R T S .	Total Quantity.	Total Value.	T I N A N D Z I N C — O R S P E L T E R .				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton		\$ 702	\$			\$ 702	\$
Montreal		2,057				1,468	
Toronto		1,468				352	
Other Ports		401					
Totals.....		4,628				2,522	
T R E E S A N D S H R U B S .							
Cobourg		\$ 3,812	\$			\$ 3,812	\$
Hamilton		1,756				1,756	
London		1,976				1,976	
Montreal		1,487				1,267	
Toronto		2,795		220		2,795	
Other Ports		11,041				11,041	
Totals.....		22,867		220		22,647	
T U R P E N T I N E — — — o t h e r t h a n S p i r i t s o f T u r p e n t i n e .							
Montreal		\$ 19	\$			\$ 19	\$
Wallaceburgh		12				12	
Totals.....		31				31	

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TOBACCO—Unmanufactured—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Hamilton	Lbs. 38,216	\$ 9,499	\$	\$	\$ 9,499	\$	
Montreal	789,644	60,387			60,387		
Quebec	409,376	37,918			37,918		
Toronto	121,007	19,603			19,603		
Other Ports	31,881	7,618			7,618		
Totals	1,390,074	135,025			135,025		
TYPE METAL—in Blocks or Pigs.							
Dalhousie		\$ 7	\$	\$	\$ 7	\$	
Montreal		1,093	1,093				
Paris		15			15		
Stratford		61			61		
Totals		1,176	1,093		83		

VARNISH—Bright and Black.

Montreal	\$ 117	\$	\$	\$ 117	\$
Niagara	94			94	
Russeltown	86			86	
Other Ports	96	51	8	37	
Totals	393	51	8	334	

VEGETABLES.

Kingston	\$ 1,062	\$	\$	\$ 1,062	\$
Montreal	2,153			2,153	
Sarnia	1,169			1,169	
Toronto	5,220			5,220	
Windsor	2,030			2,030	
Other Ports	7,117	137		6,980	
Totals	18,751	137		18,614	

WINE, SPIRITS, &c.,—for Officers' Mess.

	Gallons.	\$	\$	\$	\$
Kingston	100	88			88
Montreal	3,500	2,917	50		1,008
Quebec	2,106	2,263			2,209
Toronto	2,600	2,349	140		
Totals	8,306	7,617	190	3,375	132

No. 1.—GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOD—of all kinds—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Montreal		\$ 15,358	\$	\$	\$	\$	
New Carlisle		792	73	719	15,358		
Quebec		15,540			15,540		
Toronto		1,656			1,656		
Other Ports		2,498			2,498		
Totals		35,844	73	719	35,052		
WOOL.							
Coaticook	Ibs.	\$ 2,123	\$	\$	\$	\$	
Hamilton	7,908	831			2,123		
Montreal	2,412	37,372			830		
Prescott	186,860	4,009	35,474		1,898		
Toronto	16,724	681			4,009		
Other Ports	2,414	1,550			681		
Totals	8,346	46,575	35,474		1,550		
Totals	224,664				11,101		

YELLOW METAL.

Hamilton	\$ 603	\$	\$	\$	\$
Quebec	16,256	9,558			603
Windsor	538				6,698
Other Ports	575	310			538
Totals	17,972	9,868			265
OTHER ARTICLES.					
Brantford	\$ 3,583	\$	\$	\$	\$
Kingston	2,954	373			3,583
Montreal	16,837	2,198	1,864		2,581
Quebec	11,847	8,667	972		12,609
Sarnia	12,530				1,623
Sault Ste. Marie	3,942	331			12,530
Toronto	7,720	4,004			3,611
Other Ports	11,878	150	301		3,716
Totals	71,291	15,733	3,137		11,427
Totals					51,680
					751

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and Foreign Merchandise entered for Consumption during the Year

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
<i>Specific Duties.</i>	\$	\$
1 Ale, Beer, and Porter, in Casks .....Galls.	7,518	1,662
2 Ale, Beer, and Porter, in Quart Bottles..... Doz.	4,204	6,163
3 Ale, Beer, and Porter, in Pint do "	1,904	1,765
4 Corn Brooms and Whisks..... "	1,300	2,452
5 Cigars..... Lbs.	18,135	33,046
6 Chicory, Raw and Ground..... "	15,198	626
7 Coffee, Green..... "	1,778,835	203,357
8 do Roasted or Ground..... "	27,633	3,686
9 Dried Fruits, including Currants, Figs, } Almonds, Walnuts, Filbert and Nuts.. }	1,969,093	161,577
10 Ginger, Pimento and Pepper..... "	300,651	27,107
11 Macaroni and Vermicelli..... "	18,818	1,567
12 Mustard..... "	79,459	11,791
13 Mace and Nutmegs..... "	15,562	8,374
14 Molasses..... Galls.	1,360,073	314,949
15 Spirits—Brandy..... "	53,943	109,993
16 Gin..... "	132,884	68,363
17 Rum..... "	25,533	16,274
18 Whisky..... "	257,746	97,972
19 and Strong Waters, including } Spirits of Wine and Alcohol, and not } being Brandy, Gin or Whisky..... }	211	156
20 Cordials..... "	1,439	2,500
21 Spices, not otherwise named..... Lbs.	75,994	12,413
22 Starch, and all preparations of..... "	467,659	31,660
23 Soap.....since 7th August..... "	462,150	16,354
24 Sugar, Refined, or White Bastard equal to } Refined..... }	1,428,913	132,876
25 White Clayed or Yellow Bastard, } not equal to Refined..... }	57,289	4,617
26 Brown, Clayed or Muscovado..... "	27,841,716	1,734,684
27 Raw, for refining purposes only..... "	.....	.....
28 Tea..... "	6,015,981	1,914,742
29 Tobacco, manufactured..... "	3,294,154	592,250
30 unmanufactured... to 7th August.. "	19,867	6,642
31 Snuff..... "	26,921	5,492
32 Vinegar..... Galls.	105,694	21,926
33 Wine, in Wood, \$40 the Pipe or under..... "	35,002	8,430
34 over \$40 do, and not ex- } ceeding \$60..... }	57,230	25,047
35 over \$60 do do do \$100. "	120,210	154,055
36 over \$100..... "	18,725	32,691

Amount of Duty Collected on the Principal Articles of British and 1858, and indicating from what Country Imported.

ARTICLES.	FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
	Great Britain.	British Colonies.		United States	Other Foreign Countries.	
		North America.	West Indies.			
	\$	\$	\$	\$	\$	\$ cts.
1 Ale, Beer, and Porter, in Casks .....Galls.	458	.....	.....	1,204	.....	601 45
2 Ale, Beer, and Porter, in Quart Bottles..... Doz.	6,088	6	.....	69	.....	1,043 63
3 Ale, Beer, and Porter, in Pint do "	1,761	.....	.....	4	.....	238 00
4 Corn Brooms and Whisks..... "	.....	33	.....	2,419	.....	581 60
5 Cigars..... Lbs.	1,040	7	.....	31,650	349	11,488 34
6 Chicory, Raw and Ground..... "	243	.....	.....	383	.....	274 11
7 Coffee, Green..... "	5,530	2,576	.....	195,251	.....	20,205 31
8 do Roasted or Ground..... "	952	.....	.....	2,734	.....	992 70
9 Dried Fruits, including Currants, Figs, } Almonds, Walnuts, Filbert and Nuts.. }	47,150	122	.....	96,247	18,058	49,526 66
10 Ginger, Pimento and Pepper..... "	5,291	352	.....	20,920	544	11,178 94
11 Macaroni and Vermicelli..... "	.....	.....	.....	362	1,205	462 41
12 Mustard..... "	10,213	1	.....	1,577	.....	3,972 88
13 Mace and Nutmegs..... "	4,237	1	.....	4,060	76	2,877 32
14 Molasses..... Galls.	107	22,817	.....	279,112	12,913	55,477 10
15 Spirits—Brandy..... "	15,725	264	.....	21,179	72,825	43,679 44
16 Gin..... "	41,434	28	.....	5,602	21,299	95,306 35
17 Rum..... "	3,788	6,164	.....	5,006	1,316	11,823 75
18 Whisky..... "	29,703	66	.....	68,203	.....	37,119 23
19 and Strong Waters, including } Spirits of Wine and Alcohol, and not } being Brandy, Gin or Whisky..... }	.....	.....	.....	156	.....	147 97
20 Cordials..... "	881	164	.....	632	823	1,438 35
21 Spices, not otherwise named..... Lbs.	2,021	.....	.....	10,282	110	4,228 11
22 Starch, and all preparations of..... "	12,217	4	.....	19,439	.....	17,428 19
23 Soap.....since 7th August..... "	13,040	.....	.....	3,314	.....	5,775 75
24 Sugar, Refined, or White Bastard equal to } Refined..... }	31,069	.....	.....	95,749	6,058	35,696 77
25 White Clayed or Yellow Bastard, } not equal to Refined..... }	.....	1,142	.....	3,475	.....	996 19
26 Brown, Clayed or Muscovado..... "	14,101	181,904	.....	1,495,978	42,701	368,175 10
27 Raw, for refining purposes only..... "	.....	.....	.....	.....	.....	.....
28 Tea..... "	139,701	12,828	.....	1,639,824	122,389	241,271 88
29 Tobacco, manufactured..... "	2,405	6,049	.....	583,283	513	150,890 70
30 unmanufactured... to 7th August.. "	.....	.....	.....	6,514	128	662 09
31 Snuff..... "	1	1	.....	5,490	.....	2,685 04
32 Vinegar..... Galls.	584	20	.....	10,119	11,203	6,202 25
33 Wine, in Wood, \$40 the Pipe or under..... "	46	.....	.....	972	7,412	7,004 50
34 over \$40 do, and not ex- } ceeding \$60..... }	724	.....	.....	2,144	22,179	17,169 15
35 over \$60 do do do \$100. "	53,474	207	.....	31,701	68,673	48,307 00
36 over \$100..... "	22,717	150	.....	5,581	4,243	9,152 25

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

Amount of Duty collected on the Principal Articles, &c.—Continued.

ARTICLES.		TOTAL IMPORTS.	
		Quantities.	Total Value.
<i>Specific Duties.—Continued.</i>			\$
1	Wine in Bottles, Quarts, not exceeding \$4 in value, per dozen..... } Doz.	1,209	3,638
2	do over \$4 per dozen, and not exceeding \$8.. } " "	1,874	10,590
3	do over \$8 do do \$12. } " "	1,139	12,032
4	do over \$12 do..... } " "	142	1,977
5	Pints, not exceeding \$2 in value, per dozen..... } " "	118	216
6	do over \$2 per dozen, and not exceeding \$4. } " "	357	1,318
7	do over \$4 do and not exceeding \$6..... } " "	173	825
8	do over \$6 do..... } " "	14	109
9	Printed, Lithographed or Copper plate Bills, &c., Advertising Pamphlets. } No.	137,472	3,251
TOTAL Articles paying Specific Duties.....			5,801,245
15, 20 & 25 per cent. ad valorem.			
Manufactures of Leather, viz:--			
10	Boots and Shoes..... } \$		197,934
11	Harness and Saddlery..... } "		5,705
12	other Articles..... } "		37,800
13	Manufactures of Caoutchouc or India Rubber, or of Gutta Percha..... } "		41,045
14	Clothing or Wearing Apparel, made by hand or Sewing Machine..... } "		113,239
TOTAL 15, 20 & 25 per cent. ad valorem....			395,723
15 & 20 per cent. ad valorem.			
15	Bagatelle Boards and Billard Tables, and furnishings..... } \$		3,474
16	Brooms and Brushes, not elsewhere specified.. } "		16,368
17	Blacking..... } "		10,053
18	Candles..... } "		51,896
19	Chandeliers, Girandoles, Gas Fittings..... } "		1,251
20	Carriages or parts of Carriages, not otherwise specified..... } "		20,478
21	Coach and Harness Furniture, of all kinds..... } "		9,064
22	Cabinet Ware or Furniture..... } "		21,901
23	Carpets and Hearth Rugs of all kinds..... } "		55,418

FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
Great Britain.	British Colonies.		United States	Other Foreign Countries.	
	North America.	West Indies.			
\$	\$	\$	\$	\$	\$ cts.
668	.....	.....	1,252	1,718	1,814 24
2,470	.....	.....	3,017	5,103	3,752 88
4,691	.....	.....	5,629	1,712	2,849 20
1,628	.....	.....	349	.....	407 75
110	.....	.....	99	7	88 56
1,010	.....	.....	184	124	360 75
429	.....	.....	363	33	216 15
.....	.....	.....	109	.....	14 61
328	.....	.....	2,953	.....	1,375 62
478,035	234,906	.....	4,664,590	423,714	1,274,960 27
28,801	511	.....	167,694	928	42,162 07
1,296	21	.....	4,388	.....	1,369 33
19,346	.....	.....	18,116	338	7,567 82
2,946	.....	.....	31,743	6,356	8,211 24
83,007	663	.....	29,569	.....	23,161 31
135,396	1,195	.....	251,510	7,622	82,471 77
579	.....	.....	2,895	.....	681 93
4,348	.....	.....	12,020	.....	2,790 89
3,733	9	.....	6,311	.....	1,744 54
26,962	165	.....	22,216	2,553	8,611 86
425	.....	.....	756	70	249 99
5,409	.....	.....	15,069	.....	3,922 63
460	.....	.....	8,604	.....	1,801 38
887	22	.....	20,992	.....	4,196 01
50,285	.....	.....	5,133	.....	9,900 00

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
15 <i>q</i> . 20 per cent. <i>ad valorem</i> .—Continued.		
		\$
1 China Ware of all kinds..... \$		7,651
2 Confectionary and Sweetmeats..... "		38,445
3 Drugs and Medicines..... "		183,498
4 Essences and Perfumery and Fancy Soaps..... "		25,656
5 Fancy Goods, viz:—Articles Embroidered } with Gold, Silver or other Metals. }		2,649
6 Beads of every description..... "		539
7 Bracelets, Braid, &c., made of Hair..... "		609
8 Camcos and Mosaics, real or imitation, } when set..... "		
9 Feathers and Flowers..... "		14,648
10 Fans and Fire Screens..... "		
11 Gold and Silver Leaf..... "		476
12 Gilt Frames..... "		3,107
13 Millinery of all kinds..... "		42,580
14 Ornaments of Bronze, Alabaster, Terra } Cotta, or Composition..... "		661
15 Silver and Gold Cloth, Thread, and } other Articles, embroidered with } Gold or for embroidering..... }		
16 Thread-Lace and Insertions..... "		25,758
17 Writing Desks, Fancy and Ornamental } Cases and Boxes..... }		1,311
18 Fireworks..... "		1,311
19 Guns, Rifles and Fire Arms, of all kinds..... "		4,924
20 Glass—Plate and Silvered..... "		69,422
21 Shades, and Crystals for Watches..... "		1,153
22 Stained, Painted or Coloured..... "		2,092
23 Ware, Cut, Ground or Coloured..... "		110,938
24 Bottles and Vials..... "		10,505
25 Hats, Caps, and Bonnets..... "		150,810
Iron and Hardware, viz:—		
26 Cutlery, polished, of all sorts..... "		81,811
27 Cocks, Taps and Coupling Joints..... "		890
28 Japanned, Planished Tin, Britannia- } Metal Ware..... }		8,239
29 Railing or Fencing of Iron..... "		239
30 Riddles and Sieves..... "		377
31 Scales and Weights..... "		3,453
32 Spades, Shovels, Axes, Hoes, Rakes, } Forks and Edge Tools, Scythes and } Snaiths, Bolts, Nuts and Washers... }		65,511
33 Spikes, Nails, Tacks, Brads and Sprigs... "		59,073
34 Stoves, and all other Iron Castings..... "		167,129

Amount of Duty collected on the Principal Articles, &c.—Continued.

FROM WHAT COUNTRY IMPORTED.	FROM WHAT COUNTRY IMPORTED.					Amount of Duty. \$ cts.
	Great Britain.	British Colonies.		United States	Other Foreign Countries.	
		North America.	West Indies.			
	\$	\$	\$	\$	\$	
	5,965			1,686		1,510 62
	7,161	15		29,986	1,283	6,595 09
	72,338	181		109,758	1,221	29,014 16
	9,624			15,508	524	4,514 69
				2,568	81	426 61
	41			498		108 13
	352			257		121 72
	12,102			1,525	1,021	2,923 61
	210			266		95 04
	908			2,199		621 04
	27,653	32		14,340	555	8,349 80
				441	220	132 32
	23,211			2,414	133	4,458 63
	76			1,235		262 10
	97			1,214		261 81
	3,378			1,546		974 70
	11,460	12		6,988	50,962	10,611 71
				1,153		226 69
	1,236			856		399 59
	41,990	57		57,624	11,267	18,364 42
	2,286			8,219		1,894 49
	21,105	106		128,799	800	25,099 64
	33,237	16		48,558		14,188 35
	530			360		177 87
	3,374			4,855	10	1,645 16
	21			218		47 82
	11			366		73 76
	42			3,411		691 02
	10,835	56		54,620		11,746 68
	32,530	95		26,448		11,646 81
	88,470	42		78,617		31,861 60

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

Amount of Duty collected on the Principal Articles, &c.—Continued.

ARTICLES.		TOTAL IMPORTS.	
		Quantities.	Total Value.
15 & 20 per cent. ad valorem.—Continued.			\$
1	Inks of all kinds, except Printing Ink..from } 7th August	“	4,261
2	Jewellery, real or imitation.....	“	105,672
3	Leather	“	438,606
4	Skins---Sheep, Calf, Goat and Chamois, dressed. “	“	8,740
5	Manufactures of Cashmere.....	“	2,050
6	of Fur, or of which Fur is prin- } cipal part.....	“	65,202
7	of Silk, Satin and Velvet.....	“	377,296
8	of Papier Maché.....	“	3,895
9	Grass, Osier, Palm Leaf, Straw, } Whalebone, or Willow, not } elsewhere specified.....	“	93,338
10	of Bone, Shell, Horn, Pearl, Ivory. “	“	18,964
11	of Gold, Silver, or Electro-plate, } Argentine, Albata and Ger- } man Silver.....	“	6,042
12	of Hardware—Iron, Brass or } Copper.....	“	937,589
13	of Leather, or imitation of } Leather.....	“	69,541
14	of Marble, or other than rough } Slabs or Blocks.....	“	894
15	Marble, or imitation of Marble, Mantelpieces.. “	“	902
16	Mattresses.....	“	652
17	Musical Instruments, including Musical Boxes } and Clocks.....	“	100,179
18	Mowing, Reaping, and Thrashing Machines .. “	“	6,636
19	Oil Cloths.....	“	21,561
20	Oils.....	245,484	181,681
21	Opium.....	“	550
22	Parasols and Umbrellas	“	11,845
23	Plated and Gilded Ware, of all kinds..... “	“	6,421
24	Playing Cards.....	“	3,923
25	Pickles and Sauces.....	“	23,121
26	Preserved Meats, Poultry, Fish and Vegetables.. “	“	1,522
27	Shawls—Thibet Wool, or filed.....	“	99
28	Silks, Satins, or Velvets.....	“	280,749
29	Silk, Woollen, Worsted, and Cotton Embroide- } ries, and Tambour Work.....	“	1,349
30	Silk Twist and Silk and Mohair Twist..... “	“	11,960
31	Toys.....	“	2,557,118
32	Woollens.....	“	
TOTAL 15 & 20 per cent. ad valorem..... :			6,617,726

FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
Great Britain.	British Colonies.		United States	Other Foreign Countries.	
	North America.	West Indies.			
\$	\$	\$	\$	\$	\$ cts.
2,017	.....	.....	2,244	.....	850 25
55,625	.....	.....	42,690	7,357	17,884 33
117,003	207	.....	306,459	14,937	73,451 72
5,790	.....	.....	2,165	785	1,748 26
2,042	.....	.....	8	.....	410 02
48,338	.....	.....	7,883	8,981	10,208 73
355,503	.....	.....	20,281	1,512	59,773 97
1,627	.....	.....	2,268	.....	718 95
22,822	.....	.....	70,516	.....	14,204 62
9,066	.....	.....	9,680	218	3,572 94
3,042	.....	.....	1,188	1,812	1,151 95
561,414	1,426	.....	372,905	1,844	142,844 58
28,609	59	.....	37,751	3,122	13,883 43
.....	12	.....	882	.....	176 44
390	.....	.....	512	.....	180 45
.....	.....	.....	652	.....	127 61
4,308	.....	.....	91,771	4,100	17,783 46
.....	.....	.....	6,636	.....	1,225 12
15,792	.....	.....	5,769	.....	3,797 79
84,572	2,324	.....	86,795	7,990	28,302 20
.....	.....	.....	550	.....	110 03
9,682	.....	.....	2,163	.....	1,776 58
3,363	.....	.....	3,058	.....	1,274 81
1,958	.....	.....	1,965	.....	784 36
15,328	.....	.....	1,093	6,700	3,662 91
237	.....	.....	412	873	262 17
51	.....	.....	48	.....	19 72
220,685	.....	.....	57,902	2,162	52,818 70
1,261	.....	.....	88	.....	269 73
.....
3,342	.....	.....	6,920	1,698	2,265 49
2,397,797	134	.....	155,400	3,787	462,906 83
4,474,995	4,970	.....	1,999,183	138,578	1,141,393 06

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

Amount of Duty collected on the Principal Articles, &c.—Continued.

ARTICLES.		TOTAL IMPORTS.	
		Quantities.	Total Value.
<i>15 per cent. ad valorem.</i>			\$
1	Ale and Beer... to 7th August.....Galls.	139,335	37,222
2	Cider..... " "	16,424	1,762
3	Cocoa and Chocolate..... \$		2,639
4	Hay..... from 7th August.....Tons.		
5	Hops..... do do .....Lbs.	102,097	11,062
6	Lumber or Plank..... \$		1,000
7	Manufactures—Clocks and Watches..... "		39,026
8	Corks..... " "		9,797
9	Cotton..... " "		3,315,119
10	Earthenware and Crockery... "		185,114
11	Fancy Goods..... " "		176,197
12	Gunpowder..... " "		10,773
13	Hosiery..... " "		46,984
14	Linen..... " "		138,110
15	Locomotive Engines, and } Railroad Cars..... }		125,332
16	other Steam Engines..... "		11,579
17	Machinery..... " "		71,922
18	Paints and Colours..... " "		139,629
19	Paper..... " "		47,627
20	Paper Hangings..... " "		48,301
21	Railroad-Fishplates and } Chairs of Wrought Iron &c. } from 7th August..... }		15,658
22	Soap... to 7th August..... " "		66,093
23	Stationery..... " "		140,523
24	Small Wares..... " "		120,494
25	Spirits of Turpentine..... " "		34,518
26	Tobacco Pipes..... " "		13,941
27	Varnish—other than bright } and black..... }		21,767
28	Wood—not elsewhere specified " "		114,871
29	Packages..... " "		42,533
30	Printing Paper..... from 7th August..... " "		2,665
31	do Presses.... do do..... " "		
32	Other Articles..... " "		245,842
TOTAL, <i>15 per cent. ad valorem</i>			5,238,100
<i>2½ and 5 per cent. ad valorem.</i>			
33	Acids..... to 7th August..... \$		2,887
34	Bleaching Powders do do..... " "		2,994
35	Bolting Cloths.... do do..... " "		5,337

FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
Great Britain.	British Colonies.		United States	Other Foreign Countries.	
	North America.	West Indies.			
\$	\$	\$	\$	\$	\$ cts.
33,129	.....	.....	4,093	.....	5,593 57
44	.....	.....	1,718	.....	232 97
728	2	.....	1,827	82	395 72
.....
500	.....	.....	10,562	.....	1,659 17
.....	.....	.....	1,000	.....	150 07
7,444	.....	.....	31,526	56	5,839 31
2,007	.....	.....	6,225	1,565	1,469 59
2,981,336	2,528	.....	328,459	2,796	497,234 20
168,652	331	.....	15,804	327	27,792 71
129,332	.....	.....	43,603	3,262	26,428 78
8,990	274	.....	1,509	.....	1,616 00
45,689	.....	.....	757	538	7,047 68
133,345	.....	.....	4,758	7	20,716 40
62,850	.....	.....	62,482	.....	18,799 80
.....	.....	.....	11,579	.....	1,736 85
4,935	.....	.....	66,689	298	10,789 45
106,822	210	.....	32,597	.....	20,937 73
28,081	.....	.....	19,110	436	7,144 19
22,028	49	.....	25,870	354	7,246 15
4,189	.....	.....	11,469	.....	2,348 63
58,867	193	.....	6,642	391	9,917 06
90,811	29	.....	48,082	1,601	21,079 65
68,975	3	.....	50,130	1,386	18,077 78
21	.....	.....	34,497	.....	5,177 90
12,074	25	.....	1,305	537	2,090 18
4,116	.....	.....	17,651	.....	3,266 57
9,768	1,589	.....	103,352	162	17,233 28
7,383	1,089	.....	22,824	11,237	6,379 48
.....	.....	.....	2,665	.....	399 81
43,255	742	.....	198,196	3,649	36,954 21
4,035,371	7,064	.....	1,166,981	28,684	785,754 89
2,165	.....	.....	722	.....	75 23
2,272	.....	.....	722	.....	74 84
442	.....	.....	4,895	.....	266 94

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
<i>2½ and 5 per cent. ad valorem.—Continued</i>		
		\$
1 Brass and Yellow Metal, in Bars, Rods or Sheets	\$	688
2 Brass or Copper Wire, and Wire Cloth	"	6,530
3 Copper, in Bars, Rods, Bolts or Sheets	"	14,628
4 Copper, Brass, or Iron Tubes and Piping, when drawn	"	23,017
5 Cotton Candle Wick	"	27,434
6 do and Woollen Yarn and Warp	"	149,595
7 Draining Tiles.....to 7th August	"
8 Emery— Emery, Glass and Sand-Paper	"	2,301
9 Felts.....to 7th August	"	4,376
10 Fire-Brick..... do do	"	4,480
11 Fishing Hooks, Nets, &c.	"	25,641
12 Gold Beaters' Brim Moulds and Skins	"
13 Silk Twist, for Hats, Boots and Shoes	"	5,080
14 Hat Plush.....from 7th August	"	1,135
15 Hair---Angola, Goat, Thibet, Horse, or Mohair unmanufactured	"	2,399
16 Iron Chain, exceeding ¾ inch, other than Chain Cables	"	7,780
17 do Canada Plates and Tinned Plates	"	213,442
18 do Galvanized	"	5,449
19 do Wire, Nail and Spike Rod	"	176,579
20 do Bar, Rod, Sheet or Hoop	"	553,957
21 do Hoop or Tire for Locomotive Wheels, bent or welded	"	14,984
22 do Boiler Plate	"	17,722
23 do Railroad Bars	"	1,063,932
24 do do Fishplates and Fastenings, and Chairs.....to 7th August	"	6,281
25 do Rolled Plates	"
26 do Plated and Angle or other Iron, when forming part of an Iron Ship, imported in pieces, and Rivets for ditto	"
27 do Knees, imported for Ship-building purposes	"	21,497
28 Locomotive and Engine Frames, Cranks, Crank Axles, Railway-Car and Locomotive Axles, Wheels, Piston Rods, Guide and Slide Bars, Crank Pins, Connecting Rods, Pedestals, Straps for Walking Beams ..	"	21,864
29 Machinery for Cotton and Woollen Factories to 7th August	"	2,453

Amount of Duty collected on the Principal Articles, &c.—Continued.

Great Britain.	FROM WHAT COUNTRY IMPORTED.			United States	Other Foreign Country.	Amount of	
	North America.	West Indies.	Duty.			Duty.	
							\$
\$	\$	\$	\$	\$	\$	cts.	
158	530	.....	34	44	1
3,872	2,658	.....	326	56	2
8,947	5,681	.....	731	38	3
6,577	16,440	.....	905	04	4
4,255	23,179	.....	1,029	81	5
77,645	605	.....	71,345	.....	6,030	98	6
.....	7
1,277	1,024	.....	114	62	8
1,857	2,519	.....	111	21	9
3,958	522	.....	112	39	10
19,120	1,339	.....	5,182	.....	818	47	11
.....	12
4,407	673	.....	254	03	13
118	1,017	.....	56	82	14
.....	2,399	.....	119	93	15
6,201	1,579	.....	389	00	16
168,303	45,139	.....	8,527	47	17
5,159	290	.....	272	43	18
172,855	3,724	.....	8,786	74	19
512,956	168	.....	40,833	.....	19,217	57	20
10,601	4,383	.....	735	25	21
13,444	4,278	.....	542	09	22
1,063,932	35,722	98	23
.....	6,281	.....	151	24	24
.....	25
.....	26
21,282	215	.....	1,074	85	27
381	21,483	.....	1,073	52	28
.....	2,453	.....	122	66	29

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
<i>2½ and 5 per cent. ad valorem.—Continued.</i>		\$
1 Machinery for the Manufacture of Doors, Window Sashes, and Blinds, and other Wood work for building purposes } to 7th August. \$	2,334
2 Oil Cake..... do do "	101
3 Packages..... do do "	102,434
4 Plough Moulds..... do do "	745
5 Printing Paper..... do do "	23,053
6 Prepared Rigging..... do do "	4,279
7 Scrap and Old Iron..... do do "	735
8 Saltpetre or Nitre..... do do "	2,263
9 Shipbuilding materials..... do do "	3,693
10 Sails ready-made..... do do "	6,112
11 Steamboat and Mill Shafts and Cranks, forged in the rough }	61
12 Lead in sheet..... Cwt.	2,730
13 Steel, wrought or cast..... "	58,788
14 Tin, granulated or bar..... "	33,887
15 Zinc or Spelter in Sheet..... "	10,537
16 Varnish, Bright and Black, for Ship-Builders. Galls.	29
17 Roll Sulphur..... \$	214
18 Unenumerated Articles..... "	15,662
TOTAL <i>2½ and 5 per cent. ad valorem</i>		2,652,119
<i>Free Goods.</i>		
19 Acids..... \$	4,872
20 Alum..... "	1,134
21 Anatomical Preparations..... "	4,322
22 Anchors..... "	1,471
23 Animals---Horses..... No.	1,605	168,729
24 Horned Cattle..... "	1,864	51,627
25 Sheep..... "	2,811	7,919
26 Pigs..... "	3,970	18,900
27 Poultry..... \$	1,593
28 Antiquities, collections of..... "
29 Argol..... "	199
30 Ashes---Pearl..... "	8,138
31 do Pot..... "	15,247
32 Bark, Berries, Nuts and Vegetables, Woods and Drugs,---used solely in dyeing }	39,981
33 Bark, Tanner's..... "	3,045

Amount of Duty collected on the Principal Articles, &c.—Continued.

FROM WHAT COUNTRY IMPORTED.	Amount of					
	Great Britain.	British Colonies.		United States	Other Foreign Countries.	Duty.
		North American.	West Indies.			
\$	\$	\$	\$	\$	\$	
.....	.....	.....	2,334	.....	116 72	1
.....	.....	.....	101	.....	3 56	2
.....	11,229	3,672	74,451	13,082	2,568 29	3
.....	518	.....	227	.....	37 35	4
.....	5,414	.....	14,784	2,855	1,148 93	5
.....	3,611	75	593	.....	106 88	6
.....	382	.....	353	.....	18 36	7
.....	998	.....	1,265	.....	56 56	8
.....	2,406	43	1,244	.....	92 38	9
.....	3,763	673	1,676	.....	186 62	10
.....	.....	.....	61	.....	3 07	11
.....	2,139	.....	591	.....	136 44	12
.....	52,802	.....	5,986	.....	2,384 55	13
.....	28,928	.....	4,959	.....	1,399 49	14
.....	5,007	.....	5,530	.....	469 03	15
.....	.....	.....	29	.....	1 43	16
.....	119	.....	95	.....	5 36	17
.....	8,618	146	6,898	.....	396 01	18
.....	2,238,118	6,721	391,343	15,937	96,809 52	
.....	.....	.....	2,249	.....	.....	19
.....	.....	.....	77	.....	.....	20
.....	.....	.....	87	.....	.....	21
.....	.....	172	362	.....	.....	22
.....	1,605	120	164,334	.....	.....	23
.....	1,864	26	49,233	.....	.....	24
.....	2,811	4	7,747	.....	.....	25
.....	3,970	2	18,872	.....	.....	26
.....	.....	11	1,582	.....	.....	27
.....	.....	.....	.....	.....	.....	28
.....	.....	.....	199	.....	.....	29
.....	.....	16	8,122	.....	.....	30
.....	.....	.....	15,247	.....	.....	31
.....	.....	20	28,545	424	.....	32
.....	.....	.....	2,117	.....	.....	33

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

Amount of Duty collected on the Principal Articles, &c.—Continued.

ARTICLES.		TOTAL IMPORTS.	
		Quantities.	Total Value.
<i>Free Goods.—Continued.</i>			\$
1	Bleaching Powders...from 7th August.....	\$	4,269
2	Bookbinders' Tools, Presses and Implements } ...to 7th August.....	"	1,873
3	Books, Printed.....	"	363,197
4	Borax.....	"	1,354
5	Bristles.....	"	7,888
6	Broom Corn.....	"	30,872
7	Busts, Casts, and Statues.....	"	1,957
8	Burrstone, and Grindstones---wrought and } unwrought.....	"	16,656
9	Butter.....Cwt.	428	7,902
10	Biscuits and Bread from Great Britain and } B. N. A. Provinces.....	\$	469
11	Cocoa Paste do do do.....	"	504
12	Cabinets of Coins.....	"	.....
13	Coin and Bullion.....	"	675
14	Cables---Iron Chain.....	"	21,315
15	do Hemp and Grass.....	"	3,410
16	Caoutchouc and Gutta Percha.....	"	16,229
17	Carriages, and Vehicles of Travellers, &c.....	"	20,572
18	Cheese.....Cwt.	9,996	92,317
19	Coal and Coke.....Tons.	121,697	385,366
20	Cordage of all kinds.....to 7th August.....	\$	80,535
21	Clothing and arms for Indian Nations.....	"	.....
22	do and do for Military.....	"	30,607
23	Copper in Bars, Rods, or Sheets....to 7th Aug.	"	30,065
24	Cotton and Flax Waste.....	"	22,413
25	do Wool.....	"	11,238
26	Cream of Tartar, in crystal.....	"	666
27	Diamonds and precious Stones.....	"	179
28	Donations.....	"	846
29	Drawings.....	"	24,671
30	Earths, Clays and Ochres.....	"	1,576
31	Eggs.....Doz	20,735	2,487
32	Farming Utensils and Implements---when } specially imported for encouragement of } Agriculture.....	\$	247
33	Felt Hat-bodies.....	"	1,050
34	Felt Sheeting.....to 7 August.....	"	3,254
35	Flax, Hemp, and Tow---undressed.....	"	56,261
36	Firewood.....Cords	24,605	47,657
37	Fire-Brick and Clay.....	\$	2,411
38	Fish---Fresh.....	"	65,630
39	do Salt.....	"	149,890

FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
Great Britain.	British Colonies.		United States	Other Foreign Countries.	
	North America.	West Indies.			
\$	\$	\$	\$	\$	\$ cts.
2,607	.....	.....	1,662	.....	1
32	.....	.....	1,841	.....	2
95,897	.....	.....	248,174	19,126	3
1,062	.....	.....	292	.....	4
1,491	.....	.....	6,397	.....	5
.....	.....	.....	30,872	.....	6
294	.....	.....	1,505	158	7
519	41	.....	13,528	2,568	8
20	845	.....	7,037	.....	9
41	428	.....	.....	.....	10
.....	504	.....	.....	.....	11
.....	.....	.....	.....	.....	12
200	460	.....	15	.....	13
.....	262	.....	443	.....	14
.....	.....	.....	31	.....	15
.....	.....	.....	16,229	.....	16
.....	60	.....	20,512	.....	17
1,819	.....	.....	90,045	453	18
139,944	1,522	.....	242,700	1,200	19
43,350	1,582	.....	35,603	.....	20
.....	.....	.....	.....	.....	21
28,491	.....	.....	.....	.....	22
5,879	.....	.....	2,116	.....	23
.....	.....	.....	24,186	.....	24
.....	.....	.....	22,413	.....	25
.....	.....	.....	11,238	.....	26
.....	.....	.....	666	.....	27
.....	.....	.....	179	.....	28
.....	.....	.....	846	.....	29
.....	5,366	.....	18,864	441	30
.....	472	.....	1,104	.....	31
.....	.....	.....	2,487	.....	32
50	.....	.....	197	.....	33
.....	.....	.....	1,050	.....	34
60	45	.....	3,149	.....	35
9,889	.....	.....	46,372	.....	36
.....	.....	.....	47,657	.....	37
.....	827	.....	1,584	.....	38
.....	8,434	.....	57,196	.....	39
804	55,005	.....	20,834	73,247	.....

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.		TOTAL IMPORTS.	
		Quantities.	Total Value.
<i>Free Goods.—Continued.</i>			\$
1	Fish Oil—Crude..... \$		123,521
2	do Products of, unmanufactured..... "		708
3	Fruit, Green..... "		89,849
4	do Dried, from U. S. only..... "		29,922
5	Furs and Skins—undressed..... "		40,108
6	Gems and Medals..... "		21,264
7	Grease and Scraps..... "		5,337
8	Gypsum—Gravel..... "		10,465
9	Grains—Barley and Rye..... Bus.	17,777	4,051
10	Bran and Shorts..... "		363
11	Buckwheat..... "	380	
12	Bear and Bigg..... "		
13	Flour..... Brls.	195,263	763,960
14	Oats..... Bus.	72,485	21,975
15	Beans and Peas..... "	2,092	2,097
16	Indian Corn..... "	698,829	392,656
17	Wheat..... "	2,240,514	1,647,489
18	Meal of the above Grains..... Brls.	6,772	21,983
19	Hat Plush..... to 7th August..... \$		5,587
20	Hay..... do do..... "		1,319
21	Hops..... do do..... "		18,672
22	Hides and Horns..... "		495,375
23	Indigo..... "		20,620
24	Junk, Oakum, and Old Nets..... "		10,089
25	Lard..... Lbs.	347,963	41,412
27	Lead—Sheet..... to 7th August..... \$		18,509
28	Lime from B. N. A. Provinces only..... "		12
29	Manilla Grass, Sea Grass, and Mosses..... "		1,854
30	Manures..... "		13,464
31	Maps and Charts in sheets—not mounted nor } on cloth..... }		8,980
32	Marine Cement..... "		13,872
33	Marble in blocks—unpolished..... "		19,010
34	Meats, Fresh, Smoked, and Salt..... Cwts.	94,444	549,419
35	Military and Naval Stores..... \$		35,527
36	Models..... "		1,379
37	Musical Instruments for Military Bands..... "		1,281
38	Nitre or Salpetre..... "		7,800
39	Oil Cake, or Linseed Cakc..... "		97
40	Oil—Cocconut, Pine and Palm—Crude..... "		34,553
41	Ores of all kinds of Metals..... "		9,038
42	Osiers or Willow, for Basket-maker's use..... "		23
43	Philosophical Instruments and Apparatus, for } Public Institutions and Schools..... }		5,882

Amount of Duty collected on the Principal Articles, &c.—Continued.

Great Britain.	FROM WHAT COUNTRY IMPORTED.			United States	Other Foreign Countries.	Amount of Duty.
	British Colonies.					
	North America.	West Indies.				
\$	\$	\$	\$	\$	\$	cts.
	44,585		78,936			
			708			
	10		89,071	768		
273			29,922			
	2,267		37,568			
			21,264			
			5,337			
	20		10,445			
			4,051			
			363			
48	13,332		750,580			
			21,575			
155	47		1,895			
			392,656			
10			1,647,479			
98	821		21,064			
1,086			3,082	1,419		
	25		1,294			
1,249			17,423			
857	18,117		476,401			
17,221	84		3,315			
1,670	361		8,058			
197	6		41,209			
17,652			857			
	12					
			1,711			
143			12,134			
58	1,272		7,668			
1,308				4		
			13,872			
			19,010			
2,085	2,968		544,366			
35,491			36			
			1,379			
			991			
290			4,109			
3,691			97			
			31,524			
			9,038			
			23			
4,202			1,680			

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
		\$
<i>Free Goods.—Continued.</i>		
1 Pig Iron, Pig Lead.....Tons.	6,717	124,905
2 Pitch and Tar.....Brls.	2,708	7,670
3 Packages.....\$		13,074
4 Printing Presses and Implements... to 7th Aug. "		24,418
5 Rags....."		1,376
6 Resin and Rosin.....Brls.	6,050	15,571
7 Rice.....Cwt.	14,806	62,565
8 Salt.....Bus.	1,713,696	327,925
9 Sal Ammonia--Sal Soda.....\$		14,344
10 Sail Cloth....."		36,030
11 Seeds....."		89,118
12 Settler's Goods....."		364,343
13 Ship's Waters Casks, in use....."		100
14 Ship's Blocks, Binnacle Lamps, Bunting, Can- vas, Duck, Compasses, Cordage, Dead Eyes, Dead Lights, Deck Plugs, Shackles, Sheavcs, Signal Lamps, Travelling Trucks, expressly imported for Ship-build- ing purposes, and by Ship-builders or Sail- makers.....from 7th August....."		7,865
15 Soda ash....."		21,118
16 Specimens....."		2,121
17 Slate....."		19,401
18 Stone, unwrought....."		34,748
19 Sulphur and Brimstone....."		1,455
20 Tallow.....Lbs.	4,000,054	401,875
21 Teasels.....\$		475
22 Timber and Lumber of all sorts, unmanufactured....."		115,740
23 Tin, and Zinc, or Spelter, in Blocks or Pigs.... "		4628
24 Trees and Shrubs---Bulbs and Roots....."		22,867
25 Treenails....."		31
26 Turpentine, other than Spirits of Turpentine.. "		135,025
27 Tobacco, unmanufactured.....Lbs.	1,390,074	1,176
28 Type Metal, in blocks or pigs.....\$		393
29 Varnish---Bright and Black.... to 7th August.. "		18,751
30 Vegetables....."		137
31 Wine, Spirits, and Malt Liquors, for Officers' } Mess.....Galls.	8,306	7,617
32 Wood of all kinds.....\$		35,844
33 Wool.....Lbs.	224,664	46,575

Amount of Duty collected on the Principal Articles, &c.—Continued.

Amount of Duty.	FROM WHAT COUNTRY IMPORTED.				Amount of Duty. \$ cts.	
	Great Britain.	British Colonies.		United States		Other Foreign Countries.
		North America.	West Indies.			
	\$	\$	\$	\$	\$ cts.	
1	106,000			18,905		
2	193	1,273		6,204		
3	1,091	309		10,012	1,662	
4	963			23,455		
5	433			943		
6		3		15,568		
7	43,932	491		18,142		
8	81,845	7,908		234,534	3,638	
9	13,837	44		463		
10	22,565	380		13,085		
11	10,254			78,356	508	
12	63,859	5		293,218	7,261	
13	100					
14	3,457			4,408		
15	19,038			2,080		
16	1,538			583		
17	3,571			15,830		
18	2,289			32,459		
19	513	108		834		
20	15			401,860		
21				475		
22		509		115,231		
23	2,106			2,522		
24	220			22,647		
25						
26				31		
27				135,025		
28	1,093			83		
29	51	8		334		
30	137			18,614		
31	3,375	190		132	3,920	
32	73	719		35,052		
33	35,474			11,101		

No. 2.—SUMMARY STATEMENT of the Quantity and Value of and

ARTICLES.	TOTAL IMPORTS.	
	Quantities.	Total Value.
<i>Free Goods.—Continued.</i>		
Yellow Metal.....to 7th August..... \$	\$ 17,972
Other Articles.....“	71,291
TOTAL, <i>Free Goods</i>	8,373,614
RECAPITULATION.		
Goods paying Specific Duties.....	5,801,245
Goods at 15, 20, and 25 per cent. ad valorem.....	395,723
Goods at 15 and 20 per cent. ad valorem.....	6,617,726
Goods at 15 per cent. ad valorem.....	5,238,100
Goods at 2½ and 5 per cent. ad valorem.....	2,652,119
Free Goods.....	8,373,614
Total.....	29,078,527

Amount of Duty collected on the Principal Articles, &c.—Continued.

Great Britain.	FROM WHAT COUNTRY IMPORTED.			United States	Other Foreign Countries.	Amount of Duty.
	British Colonies.					
	North America.	West Indies.				
\$	\$	\$	\$	\$	\$	cts.
9,868	.....	.....	8,104	.....	.....	.....
15,723	3,137	.....	51,680	751	.....	.....
925,138	168,970	.....	7,161,958	117,548	.....	.....
478,035	234,906	.....	4,664,590	423,714	1,274,960	27
135,396	1,195	.....	251,510	7,622	82,471	77
4,474,995	4,970	.....	1,999,183	138,578	1,141,393	06
4,035,371	7,064	.....	1,166,981	28,684	785,754	89
2,238,118	6,721	.....	391,343	15,937	96,809	52
925,138	168,970	.....	7,161,958	117,548	.....	.....
12,287,053	423,826	.....	15,635,565	732,083	3,381,389	51

No. 3.—COMPARATIVE STATEMENT shewing in contrast the Merchandise, entered for Consumption in Canada

Quantities and Values of the Principal Articles of British and Foreign during the years 1856, 1857 and 1858.

ARTICLES.	1856.		
	Quantity.	Value.	Duty.
		\$ Cts.	\$ Cts.
Brooms .. Doz.		25,144 00	3,722 00
Coffee, green .. Lbs.	1,897,358	226,122 00	19,524 55
do, other .. " "	25,379	3,441 00	949 36
Cigars .. " "	53,337	80,593 00	24,146 35
Molasses .. Galls.	1,534,489	516,909 00	56,027 85
Suuff .. Lbs.	36,481	7,362 00	2,859 97
Starch .. " "		53,341 00	8,050 53
Spirits—Brandy .. Galls.	299,375	487,170 00	181,565 67
Cordials .. " "	2,909	4,582 00	2,498 50
Gin .. " "	208,821	108,281 00	106,202 53
Rum .. " "	67,549	38,179 00	24,372 40
Whisky .. " "	736,431	293,383 00	68,476 30
Wine of all kinds .. " "	470,566	500,116 00	149,353 58
Sugar—Refined .. Lbs.	2,130,701	177,076 00	49,509 62
Other kinds .. " "	33,862,902	2,092,420 00	416,434 75
Dried Fruits .. " "	2,435,789	242,193 00	45,584 42
Macaroni and Vermicelli .. " "	28,573	2,227 00	482 34
Spices .. " "	845,659	103,042 00	22,902 21
Vinegar .. Galls.	127,939	24,274 00	6,643 51
Tea .. Lbs.	6,714,367	2,098,298 00	242,016 54
Tobacco, manufactured .. " "	3,053,869	510,794 00	109,635 65
* do, unmanufactured .. " "	577,664	118,540 00	1,396 06
Leather Manufactures—Boots & Shoes .. " "		504,923 00	72,859 45
do, other than Boots & Shoes .. " "		205,644 00	34,660 49
Manufactures of India Rubber .. " "		49,488 00	7,750 50
Ale and Beer .. Galls.	450,776	124,090 00	16,671 44
Manufactures—Candles .. " "		111,621 00	15,134 03
Clocks and Watches .. " "		102,210 00	13,526 88
Clothes, Ready Made .. " "		216,552 00	29,644 15
Combs and Brushes .. " "		52,308 00	6,977 98
Cotton .. " "		5,028,935 00	678,894 37
Drugs and Medicine .. " "		298,706 00	40,883 85
Earthenware and Crockery .. " "		39,098 00	284,097 00
Fancy Goods .. " "		623,314 00	86,420 12
Fur .. " "		169,572 00	24,075 99
Glass and Glassware .. " "		306,825 00	42,044 20
Gunpowder .. " "		48,625 00	6,881 56
Hats and Caps other than Fur .. " "		248,155 00	32,785 30
Hosiery .. " "		182,877 00	24,850 18
Iron and Hardware .. " "		2,583,415 00	348,775 95
Jewellery and Plate .. " "		205,141 00	28,026 97
Leather, Tanned .. " "		416,777 00	57,636 40
Linen .. " "		400,380 00	54,453 50
Machinery .. " "		536,226 00	73,647 99
Musical Instruments .. " "		161,950 00	22,188 55
Oil .. Galls.	319,235	262,412 00	35,186 44
Paints and Colors .. " "		261,158 00	34,853 35
Paper and Paper Hangings .. " "		169,692 00	22,421 90
Pickles and Sauces .. " "		42,654 00	7,150 83
Silk .. " "		1,162,076 00	155,674 93
Soap .. " "		137,769 00	18,841 90
Stationery .. " "		207,237 00	28,055 62
Straw Goods .. " "		198,833 00	24,027 51
Small Wares .. " "		281,737 00	38,452 91
Wood .. " "		358,549 00	49,436 32
Woollens .. " "		4,323,172 00	604,237 97
Rice .. Cwt.	23,097	102,660 00	1,207 65
Sweet Meats .. " "		39,614 00	5,577 33
Unenumerated Articles paying 12½ & 15 per cent. .. " "		793,065 00	106,846 90
Bleaching Powders .. " "		6,564 00	164 20
Cotton Yarn and Warp .. " "		116,516 00	2,912 44
Felts .. " "		7,665 00	191 66
Fire Brick .. " "		9,375 00	234 66

* This includes Tobacco entered Free of Duty.

ARTICLES.	1857.			1858.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$ Cts.	\$ Cts.		\$ Cts.	\$ Cts.
	2,133	3,860 00	1,066 62	1,300	2,452 00	581 60
	1,374,121	166,356 00	17,181 73	1,778,835	203,357 00	20,205 31
	24,318	3,279 00	810 60	27,633	3,686 00	992 70
	27,316	54,573 00	16,389 94	18,135	33,046 00	11,488 34
	1,286,186	406,394 00	53,692 46	1,360,073	314,949 00	55,477 10
	23,126	4,608 00	2,312 56	26,921	5,492 00	2,665 04
	250,165	21,083 00	9,338 84	467,659	31,660 00	17,428 19
	25,591	52,531 00	20,472 50	53,943	109,973 00	43,679 44
	3,238	5,192 00	3,238 70	1,439	2,500 00	1,436 85
	99,976	56,862 00	69,983 60	133,095	68,519 00	95,454 32
	21,725	14,640 00	9,776 82	25,533	16,274 00	11,823 75
	313,551	138,292 00	39,194 75	257,746	97,972 00	37,119 23
	222,547	222,008 00	79,081 55	242,435	250,928 00	91,137 04
	1,773,121	171,278 00	44,330 85	1,428,913	132,876 00	35,696 77
	25,061,095	1,924,010 00	336,426 90	27,839,005	1,730,301 00	369,171 29
	1,831,293	197,697 00	38,153 92	1,969,093	161,577 00	49,526 66
	16,457	1,226 00	342 86	18,818	1,567 00	462 41
	166,558	27,062 00	8,011 40	392,207	47,894 00	18,284 37
	127,526	27,519 00	7,439 02	105,694	21,926 00	6,202 25
	3,790,760	1,350,601 00	157,954 95	6,015,981	1,914,742 00	241,271 88
	2,926,185	602,030 00	121,930 98	3,294,154	592,250 00	150,890 70
	1,003,878	133,828 00	1,466 07	1,409,941	141,667 00	662 09
		325,345 00	65,074 74		197,934 00	42,162 07
		206,739 00	41,361 91		113,046 00	22,820 58
		58,471 00	11,694 84		41,045 00	8,211 24
		102,075 00	15,320 15	159,228	46,812 00	7,476 65
		73,160 00	10,969 40		51,596 00	8,611 86
		59,322 00	8,839 13		39,026 00	5,839 31
		145,107 00	21,766 72		113,239 00	23,161 31
		34,713 00	5,207 72			30
		719,413 00	719,413 00		3,315,119 00	497,234 20
		1,796,046 00	36,475 43		183,498 00	29,014 16
		243,139 00	277,658 00		192,765 00	29,303 33
		608,172 00	91,229 04		260,237 00	41,701 47
		153,747 00	23,062 15		65,202 00	10,208 73
		300,297 00	45,049 63		194,110 00	31,496 90
		33,715 00	5,057 48		10,773 00	1,616 00
		229,033 00	34,360 40		150,810 00	25,099 64
		157,197 00	23,579 68		46,984 00	7,047 68
		1,959,769 00	293,985 80		1,484,552 00	239,333 73
		183,357 00	27,504 35		105,672 00	17,884 33
		514,493 00	77,182 15		447,346 00	75,199 98
		334,985 00	50,248 17		138,110 00	20,716 40
		317,657 00	47,667 45		83,345 00	12,263 95
		133,079 00	19,962 38		100,179 00	17,783 46
		214,307 00	32,147 00		181,681 00	28,302 20
	283,190	214,307 00	32,147 00	245,484	139,629 00	20,937 73
		190,746 00	28,611 98		121,646 00	15,939 08
		139,327 00	20,902 90		34,912 00	7,635 79
		49,726 00	9,735 28		658,045 00	112,592 67
		1,025,839 00	153,875 60		82,447 00	15,692 81
		117,753 00	17,067 39		140,523 00	21,079 65
		222,818 00	33,421 78		93,338 00	14,204 62
		190,571 00	28,586 72		213,918 00	35,048 05
		255,625 00	38,346 40		205,568 00	32,825 50
		283,884 00	42,601 02		2,658,515 00	481,836 38
		3,907,789 00	586,152 28		62,565 00	6,857 26
	25,577	122,675 00	6,300 25	1,4806	39,967 00	55,501 58
		41,991 00	88,700 00		2,994 00	74 84
		591,181 00	135 65		149,595 00	6,030 98
		5,424 00	3,784 08		5,680 00	111 21
		151,308 00	132 52		6,891 00	112 39
		5,297 00	199 20			62
		7,958 00				63

No. 3.—COMPARATIVE STATEMENT shewing in contrast the

Quantities and Values of the Principal Articles, &c.—Continued.

ARTICLES.	1856.		
	Quantity.	Value.	Duty.
		\$ Cts.	\$ Cts.
1 Printing Implements.....		70,590 00	
2 Resin and Rosin..... Bbls.	7,810	20,863 00	
3 Salt..... Bus.	1,354,174	257,511 00	
4 Saw Logs.....		486 00	
5 Seeds.....		114,635 00	
6 Sail Cloth.....		59,469 00	
7 Settlers' Goods.....		354,292 00	
8 Soda Ash.....		43,436 00	
9 Specimens.....		1,324 00	
10 Tallow..... Lbs.	3,142,626	355,538 00	
11 Trees and Shrubs.....		63,603 00	
12 Wine, &c., for Officers' Mess..... Galls.	2,196	9,118 00	
13 Wool..... Lbs.	72,901	21,456 00	
14 Yellow Metal.....		36,306 00	
15 Fish.....		447,483 00	
16 Fish Oil..... Galls.	488,373	365,599 00	
17 Firewood..... Cords.	24,717	60,462 00	
18 Fruit, Dried.....		46,063 00	
19 Furs and Skins, undressed.....		65,074 00	
20 Timber and Lumber.....		133,687 00	
21 Vegetables.....		31,544 00	
22 Other Articles.....		363,243 00	
		\$43,584,387 00	\$4,508,882 09
RECAPITULATION.			
23 Goods paying Specific Duty.....		7,543,641 00	1,535,910 77
24 } Goods at twenty per cent.....		269,807 00	53,972 10
25 } Goods at 12½ and 15 per cent.....		20,902,633 00	2,843,542 17
26 } Goods at 5 and 2½ per cent.....		2,876,639 00	75,467 05
Free Goods.....		11,991,767 00	
Totals.....		43,584,387 00	4,508,882 09

1857.			1858.		
Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$ Cts.	\$ Cts.		\$ Cts.	\$ Cts.
	65,474 00			24,418 00	
5,907	14,566 00		6,050	15,571 00	
1,333,691	251,039 00		1,713,696	327,925 00	
	3,464 00				
	140,939 00			89,118 00	
	75,291 00			36,030 00	
	374,679 00			364,343 00	
	18,335 00			21,118 00	
	926 00			2,121 00	
3,578,680	357,569 00		4,000,054	401,875 00	
	51,562 00			22,867 00	
	4,100			7,617 00	
121,630	40,182 00		224,664	46,575 00	
	47,970 00			17,972 00	
	316,526 00			215,520 00	
338,323	276,767 00		154,900	123,521 00	
31,472	64,218 00		24,605	47,657 00	
	32,096 00			29,922 00	
	91,527 00			40,108 00	
	226,880 00			151,584 00	
	66,906 00			18,751 00	
	422,797 00			311,678 00	
	\$39,430,598 00	\$3,925,051 18		29,078,527 00	3,381,389 51
	5,538,203 00	1,042,784 63		5,801,245 00	1,274,960 27
	590,615 00	118,131 48			
	17,874,871 00	2,681,354 84		12,251,549 00	2,009,619 72
	3,019,005 00	82,780 23		2,652,119 00	96,809 52
	12,407,904 00			8,373,614 00	
	39,430,598 00	3,925,051 18		29,078,527 00	3,381,389 51

No. 4.—STATEMENT of the Importation of the following Articles into Canada from Foreign West Indies, distinguishing whether such Importations have been direct, or through any British Possession, or Foreign Country, during the year 1858.

ARTICLES.	Total.		Direct from Foreign West Indies, <i>via</i> St. Lawrence.	Through other Countries.	
	Quantity.	Value.		United States.	Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island.
Coffee.....Cwt.	246,317	\$ 20,219	.....	\$ 1,000
Molasses.....Galls.	310,809	60,051	11,150	11,459	
Sugar.....Cwt.	2,924,159	157,392	38,912	23,781	
Mahogany.....	.....	1,360	.....	.....
Lignum Vitæ.....	.....	457	.....	457
Other Articles.....	.....	5,264	5,264	.....
Total.....	244,743	55,326	152,720	36,697

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles Imported into Canada by Sea, *viâ* St. Lawrence, at each of the undermentioned Ports, during the year 1858.

P O R T S .	Animals.		Coals.		Coffee.		Cordage.	Drugs and Medicine.	Fish.	Fruits.
	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.				
Amherst.....	\$	Tons.	\$	Lbs.	\$		\$	\$	\$	\$
Brookville.....		10	27	11,986	1,786		1,425	28	11	66
Dundas.....								529		
Gaspé.....		82	210	1,402	176		7,196	1,019		11
Hamilton.....							31		383	68
Kingston.....							1,406	1,465		
Kingsville.....										123
Montreal.....		1,782	7,127	64,064	7,146		9,235	55,264	5,115	24,515
New Carlisle.....		139	326	1,561	189		6,095	177	17,147	425
Quebec.....	2,988	58,418	135,175	11,403	1,595		20,498	5,353	45,859	6,937
Sault Ste. Marie.....				204	30					61
Three Rivers.....		254	464							
Toronto.....								7,900		
Totals.....	2,988	60,685	149,329	90,620	10,872		45,886	71,735	68,515	32,206

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.

P O R T S .	Iron not Manufactured.		Leather Tanned.		Liquors.		Candles.		Cottons.		Furs.	
	Value.	\$	Value.	\$	Quantity.	Value.	Value.	Value.	Value.	Value.	Value.	Value.
Amherst.	168	\$	231	\$	528	236	83	2,061	\$			
Belleville			21					4,649				
Brantford								4,410				
Brockville			604					7,519				
Bytown.			39					55,907				
Cobourg					50	46		3,097				
Dundas	3,230							14				
Gananoque			380		450	695	178	1,631				
Gaspé	1,155				530	530		10,357				
Guelph	79,338		1,004		2,500	1,589	2	3,584				
Hamilton	1,128							185,732				1,390
Hope	8,371		173		500	340	718	30				798
Kingston					1,250	648		19,863				
London.					254,021	104,211	10,137	43,767				
Montreal	613,591		88,840					1,060,587				41,825
Napanee					92	217		1,366				
Niagara			639		2,245	1,216		10,920				30
New Carlisle	650							935				
Oakville												
Paris.	146,706		13,105		54	30	5,093	292,589				5,376
Quebec					125,650	62,789						
Sarnia.					71	177						
Sault Ste. Marie					154	350		2,266				367
Three Rivers			1,016									
Toronto.	32,819		12,117		38,560	18,882	1,485	419,747				1,404
Woodstock								3,125				
Totals	887,166		118,169		426,453	191,956	17,696	2,134,156				51,190

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.

P O R T S .	Glass, Glass-ware and Earthenware.	Iron and Hardware.	Soap.	Manufactures of Leather.	Linen.	Fancy Goods.	Silk.
	Value.	Value.	Value.	Value.	Value.	Value.	Value.
Amherst.	\$ 307	\$ 1,188	\$ 183	\$ 526	\$ 316	\$	\$ 359
Brantford		458		13	93		24
Brookville	575	133		380	4,379		9,054
Bytown	159	3,613			584		601
Cobourg	173	4,827			299		468
Dundas.	540	635					32
Gananoque	46	5,371		3,225			
Gaspé.	88	658		14			
Guelph	8,663	45,499		1,037	8,296	1,814	23,962
Hamilton.		764					
Hope	2,445	9,615		1,924	2,589	1,228	8,412
Kingston	4,220	3,222			2,944		6,668
London.	147,156	314,117	44,790	39,808	54,244	54,240	134,506
Montreal		162					
Newcastle	117	2,921	217	2,469			1,472
New Carlisle							
Oakville					33		
Quebec.	57,460	110,904	18,383	6,491	20,990	27,707	68,990
Sault Ste. Marie		1,443					
Three Rivers							
Toronto.	42,410	60,202		5,650	29,447	1,812	105,048
Totals	264,359	565,732	63,573	61,537	124,214	265,455	359,596

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.

P O R T S .	Woollens.		Molasses.		Oil.		Paper, Stationery and Books.	Paints and Colours.	Railroad Iron.
	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Value.	Value.
Amherst.....	\$ 754	Gallons. 12,078	\$ 4,039	Gallons. 80	\$ 85	\$ 30	\$ 187	\$	
Amherstburgh.....	1,296								
Belleville.....	2,585								
Brantford.....	7,894					1,461		182,769	
Brighton.....	36,427					40			
Brockville.....	4,018					235		5,127	
Bytown.....	1,018					179			
Cobourg.....									
Dover.....									
Dundas.....									
Gananoque.....	1,412								
Gaspé.....	12,376	10,367	2,771	650	341	59			
Guelph.....	1,700								
Hamilton.....	114,353							104,701	
Hope.....	84								
Kingston.....	45,548								
London.....	32,428	3,200	2,562	286	247				
Montreal.....	1,214,519	143,141	40,189	95,090	67,567			103,184	
Napanee.....	770								
Niagara.....	94								
New Carlisle.....	7,669	12,509	3,429	3,600	2,510	39	336		
Oakville.....	403								
Quebec.....	203,434	24,067	5,750	26,769	19,728			302,035	
Sarnia.....								48,586	
Sault Ste. Marie.....	10,944								
Three Rivers.....	485,608								
Toronto.....	3,820								
Woodstock.....									
Totals.....	2,139,154	202,162	56,178	133,311	95,755	210,576	95,818	1,025,744	

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.

PORTS.	Rice.		Steel.		Salt.		Sugar.		Spices.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Amherst.....	Cwt.	\$		\$	Bushels.	\$	Lbs.	\$		\$
Bytown.....	54	273	1,238		24,755	7,280	1,285	113		
Dundas.....										
Gaspé.....	34	211	45	3,353	91,070	8,115	16,995	1,144	3	28
Hamilton.....			49						4	
Hope.....			3,440							
Kingston.....	600	1,533	33,250	3,440	27,405	5,481	2,751,504	164,145	612	17,750
Montreal.....	6,736	26,944	137	33,250	38,033	5,445	33,545	2,337		
New Carlisle.....	12	59	2,810	137	805,019	70,775	326,092	23,894		998
Quebec.....	3,974	15,412	1,503	2,810	2,000	515	114,240	7,012		886
Toronto.....				1,503						
Windsor.....										
Totals.....	11,410	44,452	45,825		988,282	97,611	3,244,283	198,714		19,669

No. 5.—A DETAILED ACCOUNT shewing the Value of the Principal Articles, &c.—Continued.

P O R T S .	Tea.		Tobacco.		Tin &c. Zinc &c.		Other Articles.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Amherst								
Brantford	Lbs. 3,335	\$ 1,208	Lbs. 8,879	\$ 1,964		\$		\$ 25,815
Brockville								935
Bytown								277
Darlington						1,118		2,250
Dundas								240
Gananoque								286
Gaspé	4,111	1,001	9,416	1,885				209
Guelph								24,684
Hamilton								1,654
Hope								16,455
Kingston	3,025	1,045						530
Montreal	676,459	116,170	36,576	5,963		1,050		9,478
Newcastle						211,832		419,255
Niagara								300
New Carlisle	13,226	3,896	12,593	2,675				387
Oakville								19,286
Quebec	140,896	22,551						184
Sault Ste. Marie	2,000	701				21,792		296,740
Three Rivers								8,867
Toronto	375	150	9,417	2,123		3,603		382
Totals	843,427	146,722	76,881	14,610		239,395		857,638

No. 6.—COMPARATIVE STATEMENT of the Quantity and Value of the principal Articles Imported into Canada, from Sea, *via* the St. Lawrence, during the years 1857 and 1858.

ARTICLES.	1857.		1858.	
	Quantity.	Value.	Quantity.	Value.
Animals		\$ 32,628		\$ 2,988
Coals.....Tens.	117,015	281,114	60,685	143,329
Coffee.....Lbs.	91,000	10,942	90,620	10,872
Cordage.....		114,767		45,886
Drugs and Medicine.....		97,688		71,735
Fish.....		202,135		68,515
Fruits.....		166,571		32,206
Iron—not manufactured.....		1,468,040		887,156
Leather—tanned.....		92,506		118,169
Liquors.....Gallons.	795,178	893,548	426,453	191,956
Manufactures—Candles.....		48,614		17,696
Cottons.....		2,343,516		2,134,156
Furs.....		101,375		51,190
Glass, Glassware and } Earthenware.....}		447,711		264,359
Iron and Hardware.....		998,522		565,732
Leather.....		72,728		61,537
Linen.....		200,698		124,214
Lace and Fancy Goods.....		353,033		265,455
Soap.....				63,573
Silk.....		432,126		359,596
Woollens.....		2,480,093		2,139,154
Molasses.....Gallons.	142,230	73,010	202,162	56,178
Oil.....“	276,085	189,298	133,311	95,755
Paper, Stationery and Books.....		367,238		210,576
Paints and Colours.....		129,546		95,818
Railroad Iron.....		561,014		1,025,744
Rice.....Cwt.	17,422	88,417	11,410	44,432
Steel.....		70,598		45,825
Salt.....Bushels.	837,357	95,812	988,282	97,611
Sugar.....Lbs.	5,532,352	472,411	3,244,283	198,714
Spices.....		10,940		19,669
Tea.....Lbs.	1,056,640	264,647	843,427	146,722
Tobacco.....“	14,244	6,152	76,881	14,610
Tin, Zinc, Copper and Lead.....		211,307		239,395
Other Articles.....		999,349		857,638
		14,378,094		10,768,161
Add Goods <i>in transitu</i> for United States.....		183,790		26,916
		14,561,884		10,795,077

No. 7.—COMPARATIVE STATEMENT of the Quantity and Value of Goods enumerated in the Reciprocity Treaty—being the growth and produce of the United States and Imported into Canada during the Years 1857 and 1858.

ARTICLES.	1857.		1858.	
	Quantity.	Value.	Quantity.	Value.
Animals.....No.	19,530	\$ 456,029	10,170	\$ 240,186
Ashes.....		18,128		23,369
Bark.....Cords.	1,299	5,504	525	2,117
Broom Corn.....		32,870		30,872
Burr and Grindstones.....		16,666		13,528
Butter.....Cwt.	1,954	39,897	385	7,037
Cheese.....“	14,550	152,269	9,756	90,045
Coals.....Tons.	94,816	400,297	70,097	242,700
Cotton Wool.....		3,516		11,238
Dye Stuffs.....		16,624		28,545
Eggs.....Doz.	118,483	18,578	20,735	2,487
Fish.....		120,615		78,030
Fish Oil.....Galls	199,229	193,571	95,000	78,936
Fish, products of.....		40		708
Firewood.....Cords.	31,472	64,218	24,605	47,657
Fruit—Dried.....		32,096		29,922
“ Undried.....		157,244		89,071
Flax, Hemp and Tow, unmanufactured.....		75,427		46,372
Flour.....Brls.	212,640	1,251,034	192,250	750,580
Furs, Skins and Tails, undressed.....		88,823		37,568
Grain of all kinds.....Bus.	3,726,816	3,230,738	3,031,725	2,078,464
Gypsum.....		7,895		5,337
Hides and Pelts.....		100,000		125,000
Lard.....		58,740	347,963	41,209
Manures.....		16,435		12,134
Meal.....Brls.	14,200	52,696	6,492	21,064
Meat of all kinds.....Cwt.	90,327	903,264	93,600	544,366
Ores of Metals.....		11,922		9,038
Pitch and Tar.....Brls.	2,353	8,267	2,308	6,204
Plants and Shrubs.....		51,149		22,647
Poultry.....		8,045		1,582
Rags.....		3,935		943
Rice.....Cwt.	5,550	22,156	4,305	18,142
Seeds.....		123,415		78,356
Slate.....		17,122		15,830
Stone and Marble, unwrought.....		72,258		51,469
Tallow.....Lbs.	3,578,680	357,570	3,999,904	401,860
Timber and Lumber.....		226,880		115,231
Tobacco, unmanufactured.....Lbs.	959,896	120,134	1,390,074	135,025
Turpentine.....				31
Vegetables.....		65,908		18,614
Wool.....		40,069		11,101
Total.....		8,642,044		5,564,615

No. 8.—COMPARATIVE STATEMENT of Imports, exhibiting in contrast the Value of, and Amounts of Duties collected on, Goods entered for Consumption in Canada, during the years 1855, 1856, 1857 and 1858, respectively.

WHENCE IMPORTED.	VALUE.				DUTY.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
Great Britain	\$ 13,303,460	\$ 16,212,934	\$ 17,559,025	\$ 12,287,053	\$ cts.	\$ cts.	\$ cts.	\$ cts.
North American Colonies ..	865,988	1,032,595	751,988	423,826	} 3,525,782 48	4,508,882 08	3,925,051 18	3,381,389 51
West Indies.....	14,136	17,613	26,823	.....			
United States.....	20,828,676	22,704,509	20,224,651	15,635,565				
Other Foreign Countries.....	1,073,909	1,616,736	868,211	732,083				
Total.....	36,086,169	43,584,387	39,430,598	29,078,527	3,525,782 48	4,508,882 08	3,925,051 18	3,381,389 51

No. 9.—COMPARATIVE STATEMENT of Goods in Warehouse
December, 1856, 1857 and 1858, and shewing the

ARTICLES.	31st December, 1856.		
	Quantity.	Value.	Duty.
		\$	\$ cts.
Ale & Beer..... Galls.			
Brooms..... Doz.	38	81	19 00
Coffee..... Lbs.	191,888	22,506	2,398 60
Cigars..... "	7,462	6,748	4,477 20
Molasses..... Galls.	74,635	22,909	3,109 80
Mustard..... Lbs.	20,842	2,481	1,042 10
Snuff..... "	1,932	369	193 20
Starch..... "	21,460	1,887	715 32
Soap..... "			
Spirits—Brandy..... Galls.	47,289	84,537	37,831 20
Cordials..... "	176	148	176 00
Gin..... "	16,093	8,061	11,265 10
Rum..... "	18,786	9,107	5,453 70
Whisky..... "	4,086	1,234	510 75
Wine..... "	59,227	75,743	17,768 10
Sugar Refined..... Lbs.	70,584	8,203	1,764 60
" other kinds..... "	6,351,560	441,594	85,065 53
" for refining purposes only..... "			
Dried Fruits..... "	127,351	16,440	2,653 15
Pimento, Allspice & Pepper..... "	1,847	134	61 57
Spices..... "			
Cassia, Cinnamon, Cloves, & Ginger..... "	23,107	3,536	962 80
Mace and Nutmegs..... "	2,923	1,475	438 45
Maccaroni and Vermicelli..... "	9,390	580	195 63
Vinegar..... Galls.	1,429	677	83 35
Tea..... Lbs.	767,598	241,987	31,933 25
Tobacco Manufactured..... "	296,949	58,189	12,372 87
" Unmanufactured..... "	22,080	3,785	736 00
Goods paying 20 per cent..... "		1,948	389 52
" " 15 "..... "		310,496	46,574 40
" " 5 and 2½ per cent..... "		25,196	1,259 80
TOTALS.....		1,349,951	272,501 00

under Bond, in the Province of Canada, for the Years ending 31st
Amount of Duty chargeable thereon at those dates.

31st December, 1857.			31st December, 1858.		
Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$ cts.		\$	\$ cts.
			7,063	11,236	560 24
47	83	23 50			
118,226	13,890	1,477 82	119 904	13,530	1,199 00
9,979	12,958	5,987 40	1,355	2,413	1,081 00
190,530	61,242	7,938 75	81,207	19,763	3,248 28
15,279	1,950	763 95	1,190	164	59 50
1,078	218	107 80	905	443	90 50
63,130	5,326	2,104 33	42,172	2,686	2,108 60
			47,496	1,536	593 70
89,128	189,670	71,302 40	21 584	41,853	21,584 00
2,715	5,454	2,715 00	2,549	4,403	2,549 00
80,912	43,541	56,638 40	22,630	11,856	18,104 00
19,212	10,005	8,645 40	5,928	3,785	2,964 00
54,131	33,050	6,766 38	15,496	10,419	2,789 28
325,577	361,399	128,185 65	270,590	180,466	71,712 00
115,780	11,086	2,769 50	127,699	12,172	3,192 48
4,825,408	380,068	64,635 17	5,402,097	298,845	70,227 26
			445,454	20,709	4,009 00
467,890	41,060	9,747 70	167,028	11,191	5,010 84
24,959	2,471	831 97			
			26,591	2,777	1,861 37
39,784	4,043	1,841 12			
3,381	1,968	507 15	1,333	675	333 25
11,774	688	245 30	560	175	16 80
32,506	8,755	1,896 19	15,404	2,224	924 24
1,256,343	413,562	52,347 61	1,228,108	375,352	48,600 00
286,050	57,771	11,918 75	306,649	54,508	15,332 45
16,960	2,340	565 33			
	14,877	2,975 38	25, 20 & 15 p. ct.	101,472	20,294 00
	899,031	134,854 67	15 p. ct.	197,663	29,649 00
	174,825	5,319 53	5 & 2½ p. ct.	176,652	8,832 60
	2,751,331	583,112 15		1,553,968	336,929 39

No. 10.—RETURN of the Quantity and Value of Goods Imported, first into the United States, and thence into Canada, distinguishing Goods *passing through* under Bond, from those *purchased in* the United States, also Goods, the Produce or Manufacture of the United States, during the year 1858.

ARTICLES.	Passing through the United States, under Bond.		Produce of the United States.		Not the produce of the U. S.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$		\$		\$
Ale, Beer and Porter.....	326	123	6,040	1,308		
Corn Brooms and Whisks.....			1,211	2,298		
Cigars.....	614	1,453	5,150	11,047	6,079	12,596
Chicory.....			4,958	217	5,153	166
Coffee.....	51,187	6,686	35,513	2,804	1,692,643	194,490
Dried Fruits.....	1,510	146	802	77	1,009,531	92,872
Macaroni and Vermicelli.....	117	18	7,836	1,193	1,188	126
Mustard.....			1,056	325	976	212
Spices.....	141	70	195,686	49,568	252,365	33,508
Molasses.....	1,756	1,562	2,276	3,749	911,418	183,060
Brandy.....	456	240	725	423	10,102	17,430
Gin.....	20	40	3,007	2,105	5,902	3,307
Rum.....	439	176	173,925	56,542	4,172	2,898
Whisky.....	15	37	156	98	45	25
Spirits and Strong Waters.....	106	141	220	198	163	401
Cordials.....			320,994	18,426		
Starch.....	3,000	137	63,650	3,274	962,070	90,155
Soap.....	345,044	21,682	49,162	5,594	15,138,138	910,586
Sugar—Refined.....			8,514,114	519,866		
“ Other kinds.....						

Tea.....			2,757,756	496,394	5,029,498	1,633,516
Tobacco.....			26,434	5,366	411,088	72,418
Snuff.....	10	10	56,037	9,029	78	21
Vinegar.....	32	11	931	1,050	1,161	348
Wine—in Wood.....	8,053	6,028	193	1,286	23,610	28,646
“ in Bottles.....	263	1,683			1,137	6,932
Printed, Lithographed or Copper-Plate } No.	500	30	111,992	2,493		
Bills, Advertising Pamphlets, &c... }		35,388		234,596		15,835
Goods paying 25 and 20 per cent.....		822,611		1,669,276		224,030
“ 20 and 15 “.....		1,004,017		1,090,386		55,053
“ 15 “.....		82,610		335,513		55,735
“ 5 and 2½ “.....		72,125		6,920,239		212,797
Free Goods.....						
Total.....		2,057,024		11,444,742		3,847,162

No. 11.—RETURN of the Quantity and Value of Goods imported into Canada, *via* St. Lawrence, from the Provinces of Nova Scotia, New Brunswick, Prince Edward's Island, and Newfoundland, during the year 1858.

ARTICLES.	Nova Scotia.		New Brunswick.		Prince Edward's Island.		Newfoundland.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugars.....Lbs.	816,209	\$ 53,598					1,066,680	\$ 59,516	1,882,889	113,114
Molasses.....Galls.	31,975	8,438					35,946	8,743	67,921	17,181
Cigars.....Lbs.	2	7							2	7
Wine.....Galls.							614	1,343	614	1,343
Gin.....“	10	16							10	16
Rum.....“	1,024	676							10	16
Spices.....Lbs.	2,688	485					10,353	3,965	11,377	4,641
Dried Fruits.....“	427	68							2,688	485
Coffee.....“	6,710	840							427	68
Tea.....“	6,302	1,952							6,302	1,952
Tobacco.....“	20,017	4,130							20,017	4,130
Fish.....Galls.	8,127	57,402		34,390				22,265		116,902
Fish Oil.....“	1,900	3,843	11,651	5,818	90	36	23,343	19,884	53,211	29,581
Other Oil.....“		1,942		41				435		1,942
Furs and Skins.....										476
Hides.....Tons.	657	5,219							657	5,219
Coal.....Tons.		460								1,495
Coin and Bullion.....		8,623		2,755		936		5,062		460
Other Articles.....										17,346
Total.....		149,194		42,984		3,807		121,163		317,148

No. 12.

GENERAL STATEMENT OF EXPORTS,

BEING A DETAILED ACCOUNT

OF THE

PRINCIPAL ARTICLES

OF

CANADIAN PRODUCE AND MANUFACTURE,

Shipped during the year 1858,

Shewing the Quantity and Value of each Article Shipped,
and indicating to what Country Exported.

No. 12.—GENERAL STATEMENT OF EXPORTS, being a detailed Account of the Principal Articles of Canadian Produce and Manufacture, Shipped during the Year 1858, shewing the Quantity and Value of each Article Shipped at the undermentioned Ports, and indicating to what Country Exported.

P O R T S .	Total Quantity.	Total Value.	COPPER—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Guelph	Tons. $\frac{1}{4}$	\$ 43	\$	\$	\$ 43	\$	
Quebec	1 $\frac{1}{4}$	600	600				
Queenston	$\frac{1}{4}$	63			63		
Stanstead		7			7		
Totals	2	713	600		113		
COPPER ORE.							
Coaticook	Tons. 15	\$ 1,160	\$	\$	\$	\$	
Fort Erie	3	187			187		
Quebec	38	3,130	3,130				
Sault Ste. Marie	1,867	186,650	107,150		79,500		
Windsor	4	109			109		
Totals	1,927	191,236	111,440		79,796		

PIG AND SCRAP IRON.						
	Tons.	\$	\$	\$	\$	\$
Hamilton		7,265			7,265	
Kingston		2,800			2,800	
Montreal		1,180			1,180	
St. Johns		9,171			9,171	
Toronto		12,297			12,297	
Windsor		68,772			68,772	
Other Ports		2,796			2,796	
Totals		109,265			109,265	
STONE.						
Amherstburgh		\$ 12,758	\$	\$	\$ 12,758	\$
Kingston		811			811	
Prescott		40			40	
Totals		13,609			13,609	
FISH, Dried and Smoked.						
Amherst	Cwt. 18,450	\$ 39,692	\$	\$	\$ 200	\$
Gaspé	62,773	189,677	42,025		1,200	184,548
Montreal	340	1,355			1,355	
New Carlisle	46,378	145,358	58,099		240	83,977
Quebec	277	851			80	
Other Ports	6	18			18	
Totals	128,224	376,951	100,124	55,209	3,093	218,525

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	FISH, Pickled—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Amherst.....	Barrels. 100,185	\$ 196,366	\$	\$	\$	\$	
Bayfield.....	566	2,790			52,625		
Gaspé.....	849	3,184	1,002	143,741	2,790	2,146	
Milford.....	1,160	7,806		36	7,806		
Montreal.....	2,600	9,319			9,319		
New Carlisle.....	6,885	21,192	303	3,340	17,549		
Quebec.....	985	2,661	129	60	2,472		
Sarnia.....	689	4,396			4,396		
Sault Ste. Marie.....	1,694	8,373			8,373		
St. Johns.....	450	2,900			2,900		
Wellington.....	1,437	5,865			5,865		
Other Ports.....	2,933	14,552			14,552		
Totals.....	120,433	279,404	1,434	147,177	130,793		
FISH, Fresh.							
Coaticook.....		\$	\$	\$	\$	\$	
Cobourg.....		7,307			7,307		
Cramaine.....		2,342			2,342		
New Carlisle.....		3,566			3,566		
Sarnia.....		1,600			1,600		
Windsor.....		1,500			1,500		
Other Ports.....		1,699			1,699		
Totals.....		19,592			19,592		

FISH OIL.		FURS OR SKINS, the Produce of Fish, &c.		ASHES, Pot.	
Amherst.....	Gallons. 22,487	\$ 10,695	\$	\$	\$
Clifton.....	2,201	1,125			360
Coaticook.....	3,878	1,867	10,335		1,125
Gaspé.....	13,722	6,857	12		1,867
Montreal.....	7,070	2,866	950		195
New Carlisle.....	36,213	15,302	5,435		876
Other Ports.....	370	224	90		100
Totals.....	85,941	38,936	17,457	16,822	4,657
FURS OR SKINS, the Produce of Fish, &c.					
Amherst.....	Number. 5,578	\$ 3,003	\$	\$	\$
Frelightsburgh.....	170	350	3,003		350
Gaspé.....	30	60			
Totals.....	5,778	3,413	3,003		350
ASHES, Pot.					
Amherstburgh.....	Barrels. 39	\$ 1,300	\$	\$	\$
Chatham.....	62	1,569			1,300
Coaticook.....	3,425	103,833			1,569
Fort Erie.....	89	3,780	74,878		28,955
Hamilton.....	38	1,203			3,780
Montreal.....	17,562	612,394			1,203
Quebec.....	360	9,564			25,120
Windsor.....	79	2,818			2,818
Other Ports.....	146	4,472			4,472
Totals.....	21,800	740,933	671,716		69,217

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ASHES, Pearl—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Coaticook.....	Barrels. 108	\$ 2,770	\$	\$	\$	\$	
Goderich.....	7	210			2,770		
Montreal.....	5,702	179,609	179,609		210		
Quebec.....	202	5,580	5,580				
Stanstead.....	11	255			255		
Trout River.....	14	402			402		
Totals.....	6,044	188,826	185,189		3,637		
TIMBER, ASH.							
Quebec.....	Tons. 2,378	\$ 16,999	\$	\$	\$	\$	
Totals.....	2,378	16,999	16,999				
BIRCH.							
New Carlisle.....	Tons. 377	\$ 1,483	\$	\$	\$	\$	
Quebec.....	3,298	27,530	27,530				
Rimouski.....	330	1,326	1,326				
Totals.....	4,005	30,339	30,339				

	Total Quantity.	Total Value.	ELM.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Quebec.....	Tons. 19,451	\$ 163,389	\$	\$	\$	\$	
Totals.....	19,451	163,389	163,389				
MAPLE.							
Quebec.....	Tons. 37	\$ 285	\$	\$	\$	\$	
Totals.....	37	285	285				
OAK.							
Chippawa.....	Tons. 1,027	\$ 5,135	\$	\$	\$	\$	
Dover.....	351	2,108			5,135		
Dunville.....	25	200			2,108		
Fort Erie.....	45	300			200		
Milford.....	20	200			300		
Quebec.....	25,291	368,894	368,665	113	200	116	
Wallaceburgh.....	145	724			200		
Totals.....	26,904	377,561	368,665	113	8,667	116	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHITE PINE—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Collingwood.....	Tons. 844	\$ 4,826	\$	\$	\$	\$	
Gaspé.....	1,097	4,950	4,950		4,826		
Lacolle.....	4	19			19		
New Carlisle.....	1,416	6,057	6,057				
Quebec.....	333,852	1,765,011	1,764,867		9,220	144	
Rowan.....	1,840	9,220			9,220		
St. Johns.....	5,928	21,257			21,257		
Totals.....	344,981	1,811,340	1,775,874		35,322	144	
RED PINE.							
Quebec.....	Tons. 53,143	\$ 374,079	\$ 373,999	\$ 80	\$	\$	
Totals.....	53,143	374,079	373,999	80			

TAMARACK.

Coaticook.....	Tons. 30	\$ 149	\$	\$	\$
Godérich.....	9	45			149
Quebec.....	956	5,216	5,216		45
Totals.....	995	5,410	5,216		194

WALNUT.

Amherstburgh.....	M. Feet. 50	\$ 1,200	\$	\$	\$
Chatham.....	315	5,348			1,200
Kingsville.....	46	869	108		5,348
Montreal.....	6	108	7,932		869
Quebec.....	235	7,932			
Rondeau.....	261	5,580			5,580
Stanley.....	70	1,210			1,210
Wallaceburgh.....	50	590			590
Totals.....	1,033	22,837	8,040		14,797

BASSWOOD, BUTTERNUT, &c.

Chatham.....	M. Feet. 140	\$ 1,696	\$	\$	\$
Quebec.....	36	855			1,696
Rondeau.....	1,473	17,570	855		17,570
Totals.....	1,649	20,121	855		19,266

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	STANDARD STAVES—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Chatham.....	Mille. 279	\$ 11,928	\$	\$	\$	\$	\$
Dunville.....	2	115			11,928		
Hamilton.....	34	2,095			115		
Montreal.....	153	29,787	29,787		2,095		
Quebec.....	1,874	353,687	351,227				2,460
Wallaceburgh.....	27	1,235			1,235		
Totals.....	2,369	398,847	381,014		15,373		2,460
OTHER STAVES.							
Burwell.....	Mille. 323	\$ 1,963	\$	\$	\$	\$	\$
Chatham.....	113	1,582			1,963		
Chippawa.....	89	1,040			1,582		
Fort Erie.....	127	1,582			1,040		
Hamilton.....	170	4,200			1,582		
Montreal.....	931	26,174	8,628	17,546	4,200		
Quebec.....	2,255	132,151	129,211	1,240			1,700
Other Ports.....	122	1,687	275				
Totals.....	4,130	170,379	137,839	19,061	11,779		1,700

P O R T S .	Total Quantity.	Total Value.	STANDARD STAVES—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
BATTENS.							
Kingsville.....		\$	\$	\$	\$	\$	\$
Quebec.....		8			8		
Totals.....		889			889		
KNEES.							
Coaticook.....	Pieces. 2,127	\$ 2,392	\$	\$	\$	\$	\$
Quebec.....	112	412			2,392		
Sault Ste. Marie.....	70	60			60		
St. Johns.....	18	16			16		
Wallaceburgh.....	70	90			90		
Totals.....	2,397	3,470	412		3,058		
SCANTLING.							
Gaspé.....		\$	\$	\$	\$	\$	\$
New Carisle.....		28			28		
Philipsburgh.....		540		463	463		
St. Johns.....		20,643			20,643		
Totals.....		1,711			1,711		
Totals.....		22,922	105	463	22,354		

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	TREENAILS—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
New Carlisle.....		\$ 20	\$ 18				\$	
Quebec.....		182	182	2				
Totals.....		202	200	2				
DEALS.								
Gaspé.....	Stand. Hund.	\$ 10,888	\$ 10,768	\$ 120			\$	
Isle-Verte.....	481	45,400	45,400					
Montreal.....	1,215	337	337					
New Carlisle.....	18	9,534	8,367	1,041			126	
Quebec.....	438	1,542,489	1,542,349				110	
Rimouski.....	43,210	67,300	67,300					
Totals.....	2,175	1,675,918	1,674,531	1,161			236	

DEAL ENDS.

	M. Feet.	\$	\$	\$	\$	\$	\$	PLANK AND BOARDS.	
								\$	\$
Gaspé.....	Stand. Hund.	\$ 104	\$ 89	\$ 15					
Isle-Verte.....	4	1,980	1,980						
New Carlisle.....	103	291	291						
Quebec.....	14	31,586	31,586						
Rimouski.....	1,087	2,154	2,154						
Totals.....	99	36,115	36,100	15					
PLANK AND BOARDS.									
Belleville.....		\$ 528,000					\$ 528,000		
Burwell.....	124,487	619,285					619,285		
Bytown.....	76,579	88,442					88,442		
Coaticook.....	8,844	86,880					86,880		
Cobourg.....	11,480	102,062					102,062		
Dover.....	10,228	80,246					80,246		
Dunville.....	7,913	102,226					102,226		
Hamilton.....	11,447	87,273					87,273		
Hope.....	6,711	145,883					145,883		
Kingston.....	14,508	96,449					96,449		
Napanee.....	17,676	91,939					91,939		
Rowan.....	9,314	58,770					58,770		
St. Johns.....	8,337	432,896					432,896		
Toronto.....	37,383	75,393					75,393		
Trenton.....	37,383	114,945					114,945		
Other Ports.....	11,638	191,578				6,624	179,630		
Totals.....	18,866	2,902,267	5,324	6,624			2,890,319		

No 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	SPARS—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Burwell.....	Pieces. 94	\$ 2,761	\$ 54	\$ 48	\$ 2,761	\$ 21		
New Carlisle.....	61	102	21,489	228	7,500	190		
Quebec.....	3,883	21,717	6		7,500	21		
Rowan.....	400	7,500			190			
Sault Ste. Marie.....	120	190			22			
Other Ports.....	47	49						
Totals.....	4,615	32,319	21,549	276	10,473	21		
MASTS.								
Quebec.....	Pieces. 747	\$ 69,207	\$ 410	\$ 410	\$ 410	\$ 410		
Sault Ste. Marie.....	180	410						
Totals.....	927	69,617	69,207		410			
HANDSPIKES.								
Quebec.....	Pieces. 1,772	\$ 713	\$ 713	\$ 713	\$ 713	\$ 713		
Totals.....	1,772	713	713					

LATH AND LATHWOOD.

		LATH AND LATHWOOD.					FIREWOOD.				
Belleville.....	Cords. 2,147	\$ 6,147	\$	\$	\$ 6,147	\$	\$	\$	\$ 6,819	\$	\$
Burwell.....	930	1,061			1,061				801		
Costicook.....	306	613			613				1,685		
Dunville.....	139	339			339				2,409		
Kingston.....	403	2,012			2,012				3,618		
Napanee.....	313	721			721				472		
New Carlisle.....	186	366		50	316				13,638		
Quebec.....	3,928	22,304		60	22,254				3,354		
Other Ports.....	169	667		230	230				3,339		
Totals.....	8,521	34,230	22,800	110	11,270				36,135		
FIREWOOD.											
Anherstburgh.....	Cords. 3,545	\$ 6,819	\$	\$	\$ 6,819	\$	\$	\$	\$ 6,819	\$	\$
Colborne.....	602	801			801				1,685		
Dunville.....	1,344	2,409			2,409				3,618		
Fort Erie.....	902	3,618			3,618				472		
Philipsburgh.....	3,618	472			472				13,638		
Stanley.....	335	366			366				3,354		
Wallaceburgh.....	14,388	22,304			22,304				3,359		
Windsor.....	2,370	667			667				20		
Other Ports.....	1,846	20			20				20		
Totals.....	28,950	36,155	22,800	110	11,270				36,135		

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHINGLES—EXPORTED TO				
			Great Britain.	North America.	West Indies.	United States.	Foreign Countries.
Burwell.....	Mille. 2,083	\$ 5,406	\$	\$	\$	\$ 5,406	\$
Coaticook.....	810	1,376				1,376	
Collingwood.....	963	1,909				1,909	
Darlington.....	442	837				837	
Dover.....	663	872				872	
New Carlisle.....	4,485	6,324		6,015		309	
Rowan.....	630	1,067				1,067	
St. Johns.....	628	987				987	
Whitby.....	346	690				690	
Other Ports.....	2,951	4,846		474		4,372	
Totals.....	14,000	24,314		6,489		17,825	

RAILROAD TIES.						
Brighton.....	Pieces. 77,964	\$ 2,553	\$	\$	\$	\$ 2,553
Chippawa.....	9,200	1,908				1,908
Coaticook.....	71,343	11,164				11,164
Dunville.....	22,226	4,456				4,456
Fort Erie.....	38,100	9,577				9,577
Philpsburgh.....	49,375	7,031				7,031
Other Ports.....	16,874	2,835				2,835
Totals.....	285,082	39,524				39,524

OARS.						
Montreal.....	Pairs. 220	\$ 445	\$	\$	\$	\$
New Carlisle.....	72	40				40
Quebec.....	5,754	10,920				10,920
Totals.....	6,046	11,365				11,365

OTHER WOODS.						
Brighton.....	Pairs. 1,483	\$ 1,483	\$	\$	\$	\$
Burwell.....	8,441	8,441				8,441
Fort Erie.....	4,553	4,553				4,553
Gananoque.....	1,984	1,984				1,984
Kingsville.....	1,034	1,034				1,034
Millford.....	1,305	1,305				1,305
New Carlisle.....	926	689				689
Philpsburgh.....	639	584				584
Quebec.....	584	8				8
Other Ports.....	926	977				977
Totals.....	46,017	25,367				25,367

SAW LOGS.						
Belleville.....	Number. 15,540	\$ 15,540	\$	\$	\$	\$
Burwell.....	9,000	9,618				9,618
Rowan.....	15,551	19,156				19,156
Sault Ste. Marie.....	5,000	3,000				3,000
Other Ports.....	926	420				420
Totals.....	46,017	47,734				47,734

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	FURS—Dressed—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Chatham.....		\$ 114	\$	\$	\$	\$	
Frelighsburgh.....		525			114		
Totals.....		639			525	639	
FURS—Undressed.							
Chatham.....		\$ 3,442	\$	\$	\$ 3,442	\$	
Clifton.....		2,967			2,967		
Coaticook.....		8,917	8,541		376		
Cramahc.....		1,780			1,780		
Kingston.....		5,921			5,921		
London.....		1,245			1,245		
Montreal.....		75,864	63,820		12,044		
Sault Ste. Marie.....		53,698	53,098		600		
Three Rivers.....		2,400			2,400		
Windsor.....		3,751			3,751		
Other Ports.....		2,639	398		2,241		
Totals.....		162,574	125,459	398	36,717		

HORSES.

	Number.	\$	\$	\$	\$	\$
Brockville.....	38	3,538			3,538	
Chatham.....	108	8,895			8,895	
Coaticook.....	228	21,268			21,268	
Dundee.....	65	4,185			4,185	
Fort Erie.....	56	5,977			5,977	
Frelighsburgh.....	165	12,985			12,985	
Georgeville.....	95	8,529			8,529	
Kingston.....	170	18,278			18,278	
Lacolle.....	308	19,793			19,793	
Montreal.....	3,211	229,320			229,320	
Phillipsburgh.....	108	6,914			6,914	
Prescott.....	77	5,675			5,675	
Russeltown.....	84	6,800			6,800	
Stanstead.....	434	53,895			53,895	
Windsor.....	327	22,975			22,975	
Other Ports.....	451	39,460	400	766	38,294	
Totals.....	5,925	468,487	400	766	467,321	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HORNED CATTLE—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brockville	Number. 355	\$ 8,659				\$ 8,659	
Clarenceville	299	5,794				5,794	
Coaticook	525	17,253				17,253	
Cornwall	509	10,402				10,402	
Dundee	132	6,642				6,642	
Fort Erie	1,632	35,134				35,134	
Frelighsburg	886	18,560				18,560	
Georgeville	581	13,984				13,984	
Kingston	3,256	67,027				67,027	
London	4,663	105,865				105,865	
Philipsburgh	911	25,844				25,844	
Pictou	1,079	18,112				18,112	
Prescott	1,777	39,456				39,456	
Queenston	326	7,981				7,981	
Russeltown	647	9,257				9,257	
Stanstead	2,481	66,406				66,406	
Windsor	649	17,399				17,399	
Other Ports	2,080	42,422		210			
Totals	22,758	516,177		210		515,967	

SWINE.

Brockville	Number. 180	\$ 2,198				\$ 2,198	
Chippawa	1,039	10,900				10,900	
Dover	133	1,812				1,812	
Fort Erie	3,290	31,753				31,753	
Kingston	281	1,063				1,063	
London	2,924	17,567				17,567	
Montreal	216	1,730				1,730	
Pictou	1,015	4,394				4,394	
Prescott	931	9,466				9,466	
Whitby	450	2,250				2,250	
Windsor	993	6,879				6,879	
Other Ports	707	3,121		155			
Totals	12,159	56,133		155		92,978	

SHEEP.

Clarenceville	Number. 3,020	\$ 4,645				\$ 4,645	
Coaticook	2,850	8,482				8,482	
Fort Erie	1,864	6,593				6,593	
Frelighsburg	827	1,754				1,754	
Georgeville	2,057	3,098				3,098	
London	784	1,596				1,596	
Montreal	287	2,314				2,314	
Philipsburgh	7,215	15,640				15,640	
Pictou	1,081	2,450				2,450	
Prescott	1,203	2,117				2,117	
Russeltown	1,931	3,561				3,561	
Stanstead	12,411	25,054				25,054	
Other Ports	2,796	6,647		81			
Totals	38,326	83,951		81		83,870	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	POULTRY—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
		\$	\$	\$	\$	\$	
Clarenceville							
Coaticook		2,690			2,690		
Fort Erie		9,643			9,643		
Hemmingford		583			583		
Montreal		1,000			1,000		
Philipsburgh		24,510			24,510		
Prescott		646			646		
Stanstead		2,137			2,137		
Windsor		568			568		
Other Ports		703			703		
Totals		2,120			2,120		
							44,600
BEEF.							
Coaticook	Cwt.	\$	\$	\$	\$	\$	\$
Fort Erie	35	220				220	
Montreal	48	250				250	
Prescott	2,295	15,214	634				
Quebec	40	241				241	
Windsor	549	3,604	3,590				
Other Ports	500	3,685	168			3,635	
	46	305				137	
Totals	3,610	23,469	14,594	4,392		4,483	

BACON AND HAMS.

P O R T S .	Total Quantity.	Total Value.	BACON AND HAMS.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
		\$	\$	\$	\$	\$	
Clarenceville							
Coaticook		25,255				25,255	
Fort Erie		47,866				47,866	
Hemmingford		6,672				6,672	
Montreal		15,577				15,577	
Philipsburgh		24,880				24,880	
Prescott		4,001				4,001	
Stanstead		6,150				6,150	
Windsor		33,477				33,477	
Other Ports		10,187				10,187	
Totals		135,400	49,802			8,252	
		21,259				2,140	
		2,140				2,140	
		45,984				45,984	
		42,852				42,852	
		20,232				20,232	
		4,571				4,571	
		4,275				4,275	
		3,910				3,910	
		19,451	1,004			18,447	
Totals	33,225	480,712	106,094	64,276		310,342	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BEES WAX—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				West Indies.	North America.		
Chatham.....	Lbs. 800	\$ 130	\$	\$	\$	\$	
Montreal.....	2,000	410	410		130		
Paris.....	133	26			26		
Other Ports.....	45	8			8		
Totals.....	2,978	574	410		164		
CHEESE.							
Coaticook.....	Cwt. 15	\$ 148	\$	\$	\$	\$	
Fort Erie.....	16	175			148		
Montreal.....	41	676	178	108	390		
Quebec.....	28	350		350			
Other Ports.....	17	148			148		
Totals.....	117	1,497	178	458	861		
BEARS' GREASE.							
Coaticook.....		\$ 891	\$	\$	\$	\$	
Totals.....		891			891		

EGGS.						
Clarenceville.....	Dozen. 18,790	\$ 1,315	\$	\$	\$	\$
Coaticook.....	46,362	4,144			1,315	
Fort Erie.....	10,568	1,187			4,144	
Lacolle.....	22,289	2,498			1,187	
Montreal.....	356,640	40,960			2,498	
St. Johns.....	115,553	11,443			40,960	
Windsor.....	10,512	1,074			11,443	
Other Ports.....	42,811	4,239		53	1,074	
Totals.....	623,525	66,860		53	66,807	
HIDES.						
Chatham.....		\$ 4,417	\$	\$	\$	\$
Clifton.....		4,978			4,417	
Coaticook.....		2,728			4,978	
Fort Erie.....		40,726			2,728	
Hamilton.....		4,686			40,726	
Hope.....		2,521			4,686	
Kingston.....		23,570			2,521	
London.....		3,705			23,570	
Prescott.....		1,624			3,705	
Sarnia.....		1,517			1,624	
Stanley.....		1,898			1,517	
Toronto.....		15,358			1,898	
Other Ports.....		6,144	10	14	15,358	
Totals.....		113,872	10	14	113,848	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	PORK—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Amherstburgh	Cwt. 370	\$ 2,220	\$	\$	\$	\$ 2,220		
Coaticook	4,214	25,282				25,282		
Fort Erie	7,909	55,018				55,018		
London	3,178	19,059				19,059		
Montreal	1,042	6,778	290	2,222		4,229	37	
Quebec	2,019	19,799	18	19,781		5,064		
Russeltown	779	5,064				4,795		
Stratford	799	4,795				4,425		
Other Ports	805	5,321		896				
Totals	21,115	143,336	308	22,899		120,092	37	
TALLOW.								
Amherstburgh	Barrels. 12	\$ 240	\$	\$	\$	\$ 240		
Fort Erie	13	520				520		
Quebec	2	43		43				
Russeltown	2	45				45		
Sarnia	18	376				376		
Wellington	1	17				17		
Windsor	11	224				224		
Totals	59	1,465		43		1,422		

TONGUES.

P O R T S .	Total Quantity.	Total Value.	HONEY.					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Quebec	Kegs. 23	\$ 158	\$ 132	\$ 26	\$	\$		
Totals	23	158	132	26				
HONEY.								
Montreal	Lbs. 380	\$ 51	\$ 11	\$ 40	\$	\$		
Napanee	35	4				4		
Quebec	230	31	15	16				
Totals	645	86	26	56		4		
VENISON.								
Clifton	Number. 33	\$ 266	\$	\$	\$	\$ 266		
Fort Erie	60	436				436		
Kingston	70	419				419		
London	25	150				150		
Sault Ste. Marie	30	204				204		
Toronto	31	150				150		
Other Ports	9	54				54		
Totals	258	1,679				1,679		

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOL—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
	Lbs.	\$	\$	\$	\$	\$	\$	
Chatham.....	12,665	2,864			2,864			
Clifton.....	54,170	4,297			4,297			
Coaticook.....	469,339	125,157			125,157			
Dover.....	10,612	2,644			2,644			
Fort Erie.....	251,308	23,852			23,852			
Guelph.....	11,193	2,825			2,825			
Hamilton.....	79,294	16,509			16,509			
Hope.....	125,947	28,133			28,133			
Kingston.....	19,800	4,681			4,681			
London.....	177,850	41,023			41,023			
Montreal.....	172,240	43,380			43,380			
Oakville.....	9,463	2,305			2,305			
Russelstown.....	11,794	2,948			2,948			
Stanstead.....	19,255	4,916			4,916			
Stanley.....	36,100	10,001			10,001			
Toronto.....	20,356	4,327			4,327			
Other Ports.....	94,026	22,936			22,936			
Totals.....	1,545,412	342,798			342,798			

BARLEY AND RYE.

PORTS.	Bushels.	Total Value.	BEANS.				
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
		\$	\$	\$	\$	\$	
Bath.....	86,997	59,359			59,359		
Belleville.....	32,466	30,284			30,284		
Chatham.....	38,681	23,929			23,929		
Côteau-du-Lac.....	9,500	8,200			8,200		
Credit.....	20,819	16,430			16,430		
Dunville.....	10,774	7,530			7,530		
Fort Erie.....	95,199	57,202			57,202		
Hamilton.....	99,527	82,418			82,418		
Hemmingford.....	18,780	14,634			14,634		
Kingston.....	39,361	29,650			29,650		
Millford.....	21,240	12,702			12,702		
Montreal.....	12,284	8,601	450		8,151		
Napanee.....	62,415	43,355			43,355		
Oakville.....	27,114	22,230			22,230		
Pictou.....	63,638	42,367			42,367		
St. Johns.....	467,894	393,797			393,797		
Toronto.....	71,397	60,918			60,918		
Wellington.....	51,244	40,350			40,350		
Other Ports.....	80,308	56,679	490		56,189		
Totals.....	1,309,638	1,015,635	940		1,014,695		

PORTS.	Bushels.	Total Value.	BEANS.				
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
		\$	\$	\$	\$	\$	
Amherstburgh.....	144	117			117		
Chatham.....	1,511	943			943		
Chippawa.....	292	204			204		
Coaticook.....	618	436			436		
Fort Erie.....	310	208			208		
Frelighsburg.....	130	195			195		
Hemmingford.....	100	120			120		
Montreal.....	2,946	2,950			2,950		
Quebec.....	137	156			156		
Russelstown.....	549	441			441		
Other Ports.....	422	441	156		441		
Totals.....	7,159	6,319	156		6,163		

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HOPS—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Coaticook	Lbs. 2,625	\$ 175	\$	\$	\$	\$	\$	
Fort Erie	1,000	200			200			
Georgeville	2,200	220			220			
Pictou	3,020	187			187			
Totals.....	8,845	782			782			
INDIAN CORN								
Coaticook	Bushels. 1,924	\$ 1,303	\$	\$	\$	\$	\$	
Fort Erie	464	387			1,303			
Kingsion	9,415	4,990			387			
Montreal	2,225	1,726		926	4,990			
Quebec	504	480		480				
Toronto	5,620	3,426			3,426			
Other Ports	1,395	912			912			
Totals.....	21,547	13,224	800	1,406	11,018			

MALT.

PORTS.	Total Quantity.	Total Value.	MEAL.				
			Great Britain.	British Colonies.		United States.	
				North America.	West Indies.		
Chatham	Bushels. 465	\$ 423	\$	\$	\$	\$	
Totals.....	465	423			423		
MEAL.							
Clifton	Barrels. 770	\$ 3,700	\$	\$	\$	\$	
Coaticook	3,567	15,909			3,700		
Guelph	476	1,998			12,965		
Montreal	2,659	11,257		2,987	1,998		
Quebec	1,386	6,116		6,094	7,610		
St. Johns	1,272	5,953			5,953		
Toronto	255	1,051			1,051		
Other Ports	781	3,305		144	3,161		
Totals.....	11,166	49,289	3,626	9,225	36,438		

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	FLAX SEED—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Clarenceville.....	Bushels. 25	\$ 25	\$	\$	\$	\$	
Coaticook.....	20	20			25		
Hemmingford.....	184	272			20		
Montreal.....	825	1,116			272		
Quebec.....	3	4		4	1,116		
St. Johns.....	628	907			907		
Totals.....	1,685	2,344		4	2,340		
OTHER SEEDS.							
Clifton.....	Bushels. 927	\$ 1,823	\$	\$	\$	\$	
Coaticook.....	19,352	31,159			1,823		
Conwall.....	2,715	5,001			31,159		
Fort Erie.....	2,895	5,898			5,001		
Frelighsburgh.....	880	1,820			5,898		
Kingston.....	1,943	4,927			1,820		
London.....	1,459	2,744			4,927		
Montreal.....	9,120	14,528	1,105	297	2,744		
Quebec.....	306	512	215		13,423		
St. Johns.....	2,289	4,439			4,439		
Stratford.....	1,144	2,066			2,066		
Toronto.....	1,899	1,409			1,409		
Other Ports.....	2,977	5,232			5,232		
Totals.....	46,907	81,558	1,320	297	79,941		

MAPLE SUGAR.

P O R T S .	Total Quantity.	Total Value.	MAPLE SUGAR.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Beauce.....	Lbs. 700	\$ 37	\$	\$	\$	\$	
Coaticook.....	14,244	902			37		
Montreal.....	5,680	568			902		
Quebec.....	2,794	239	162	67	568		
Sault Ste. Marie.....	9,090	887			887		
Stanstead.....	308	23			23		
St. Johns.....	6,225	396			396		
Totals.....	39,041	3,042	162	67	2,813		
FRUIT—Green.							
Amherst.....	Barrels. 248	\$ 860	\$	\$	\$	\$	
Fort Erie.....	204	359			359		
London.....	84	168			168		
Montreal.....	474	2,069	1,345	198	460	66	
Quebec.....	711	2,348	1,677	1,171	66		
Queenston.....	102	133			133		
Sault Ste. Marie.....	166	792			792		
Windsor.....	199	626			626		
Other Ports.....	272	701	57		644		
Totals.....	2,460	8,556	3,079	2,229	3,182	66	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	VEGETABLES—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Coaticook		\$ 912	\$	\$	\$	\$	
Fort Erie		152			912		
Kingsville		173			152		
Prescott		238			178		
Quebec		910	140	770	238		
Stanley		159			159		
Toronto		270			270		
Windsor		201			201		
Other Ports		487		141	346		
Totals		3,507	140	911	2,456		
TOBACCO.							
Amherstburgh	Lbs.	\$	\$	\$	\$	\$	
Chatham	1,330	70			70		
Clifton	800	58			58		
Pictou	1,360	150			150		
Windsor	600	6			6		
	12,750	788			788		
Totals	16,840	1,072			1,072		

WHEAT.

Bayfield	Bushels.	\$	\$	\$	\$	\$
Clifton	112,863	95,661			95,661	
Coaticook	34,299	30,174			30,174	
Cobourg	29,115	32,433	14,652		17,781	
Cramahe	46,908	57,730			57,730	
Credit	16,940	19,354			19,354	
Dover	42,681	44,684			44,684	
Dunville	82,006	87,839			87,839	
Fort Erie	27,696	28,789			28,789	
Goderich	188,144	144,768			144,768	
Hamilton	45,016	40,210			40,210	
Hope	175,690	170,122			170,122	
London	66,666	69,023			69,023	
Montreal	71,329	60,305			60,305	
Newcastle	626,488	559,292	557,976		1,316	
Oakville	35,486	39,460			39,460	
Paris	101,590	108,424			108,424	
Quebec	19,926	19,466			19,466	
Stratford	95,979	114,110	1,938			
Stanley	40,821	40,821			40,821	
Toronto	85,090	83,535			83,535	
Whitby	258,110	273,062	1,475		271,587	
Other Ports	138,060	138,296			138,296	
	95,776	97,548			97,548	
Totals	2,437,679	2,355,096	684,800	3,761	1,666,515	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	BOOKS—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Chatham		\$ 5	\$	\$	\$ 5	\$	
Clifton		471			471		
Coaticook		2,415		1,470	945		
Fort Erie		80			80		
Guelph		150			150		
Montreal		1,023	269	414	340		
Quebec		196	20	176			
Woodstock		165			165		
Totals		4,505	289	2,060	2,156		
COTTON.							
Clifton		\$ 129	\$	\$	\$ 129	\$	
Coaticook		70				70	
Prescott		50			50		
Trenton		27			27		
Totals		276			206	70	

P O R T S .	Lbs.	Total Value.	CANDLES.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Isle-Verte	130	\$ 10	\$	\$	\$	\$	
Quebec	8,284	1,234					
Wallaceburgh	13	2			2		
Totals	8,427	1,246		1,244	2		
FURS.							
Amherstburgh		\$ 25	\$	\$	\$ 25	\$	
Coaticook		125			81	44	
Quebec		530	130	410	5		
St. Regis		5			445		
Windsor		445					
Totals		1,130	120	410	556	44	
GLASS.							
Montreal		\$ 69	\$	\$	\$ 41	\$	
Quebec		217		28	217		
Totals		286		245	41		

No 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	HARDWARE—EXPORTED TO					Foreign Countries.
			Great Britain.	British Colonies.		United States.		
				North America.	West Indies.			
Chatham.....		\$ 432	\$	\$	\$	\$	\$	
Chippawa.....		485			432			
Clifton.....		613			485			
Coaticook.....		962			613		820	
Fort Erie.....		285			142			
Kingston.....		4,708			285			
Montreal.....		1,226			4,708		350	
Paris.....		252			108			
Quebec.....		3,023			552			
St. Johns.....		831			3,023			
Other Ports.....		401			831			
Totals.....		13,218	655	3,136	8,257		1,170	
INDIA RUBBER.								
Clifton.....		\$ 1,800	\$	\$	\$	\$	\$	
Coaticook.....		24,288				1,800		
Montreal.....		50,369	2,323	8,507			13,458	
Quebec.....		3,610	31,904	545		17,920		
Totals.....		80,067	37,927	9,062		19,720	13,458	

INDIAN BARK WORK.

Gaspé.....	\$ 10	\$	\$	\$	\$	\$
Sault Ste. Marie.....	341				10	
Totals.....	351				341	

LEATHER.

Chatham.....	\$ 868	\$	\$	\$	\$	\$
Clifton.....	162				868	
Coaticook.....	972				162	183
Kingston.....	906			733	56	
Prescott.....	188				906	
Quebec.....	1,046			1,036	188	
Queenston.....	102	10				
Windsor.....	135				102	
Other Ports.....	285			60	135	
Totals.....	4,664	10	1,829		2,642	183

LINEN.

Stanstead.....	\$ 36	\$	\$	\$	\$	\$
St. Johns.....	400				36	
Totals.....	436				400	436

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	MACHINERY—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Clifton		\$ 1,217	\$	\$	\$	\$	
Coaticook		3,602	3,319		1,217		
Fort Erie		1,460			283		
Gananoque		300			1,460		
Montreal		1,038	800	120	300		
Pictou		900			118		
Quebec		240		240	900		
Saugeen		1,000			1,000		
St. Johns		2,100			2,100		
Other Ports		196			196		
Totals		12,053	4,119	360	7,574		
MUSICAL INSTRUMENTS.							
Clifton		\$ 150	\$	\$	\$	\$	
Fort Erie		600			150		
Gananoque		300			600		
Quebec		300	200	100	300		
Totals		1,350	200	100	1,050		

CARRIAGES.						
Chatham		\$ 1,801	\$	\$	\$	\$
Coaticook		766		666	1,801	
Cramahe		450			100	
Dalhousie		400			450	
Fort Erie		665			400	
Kingsion		1,624			665	
London		795			1,624	
Queenston		480			795	
Toronto		1,103			480	
Windsor		400			1,103	
Other Ports		2,209	5	396	400	
Totals	219	10,693	5	1,062	1,808	9,626
STARCH.						
Montreal	Lbs.	\$ 133	\$	\$	\$	\$
Quebec	1,330	15	133			
Totals	1,484	148	148			
STRAW MANUFACTURES.						
Coaticook		\$ 300	\$	\$	\$	\$ 300
Frelightshburgh		200			200	
Montreal		13,286			13,286	
Phillipsburgh		221			221	
Windsor		351			351	
Totals		14,358			14,058	300

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	RAGS—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brockville		\$ 540	\$	\$	\$	\$	
Civilton		254			540		
Coaticook		762			254		
Dundee		304			762		
Fort Erie		314			304		
Kingston		1,093			314		
Morrisburgh		1,606			1,093		
Montreal		5,508	250		1,606		
Prescott		477			5,258		
Windsor		485			477		
Other Ports		1,058			485		
Totals		12,401	250		12,151		
SOAP.							
Montreal	Lbs. 2,360	\$ 453	\$	\$	\$	\$	
Quebec	14,464	868		448	5		
Totals	16,824	1,321		868	5		

SUGAR BOXES.

Coaticook	Number. 111,671	\$ 45,298	\$	\$	\$
Totals	111,671	45,298			45,298

OIL CAKE.

Montreal		\$ 14,218	\$	\$	\$
Quebec		1,375			
Totals		15,593			

BISCUIT.

Montreal	Cwt. 285	\$ 1,301	\$	\$	\$
New Carlisle	80	414			
Quebec	861	3,885		1,301	
Totals	1,226	5,600		414	

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	MANUFACTURES OF WOOD—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Brockville		\$ 277	\$		\$	\$ 277	
Clifton		590				590	
Coaticook		606				606	
Darlington		297				297	
Gananoque		1,620				1,620	
Montreal		783				783	
New Carlisle		41,295	1,050	40,239		41,289	6
Quebec		473				473	
Trout River		1,701				1,701	
Toronto		1,630				1,630	
Other Ports			2,670	41,022		43,692	6
Totals		50,126					
W O O L L E N S .							
Clifton		\$ 141	\$		\$	\$ 141	
Coaticook		350				350	
Dundas		199		270		469	
New Carlisle		25		25		50	
Stanstead		6				6	
Trout River		30				30	
Toronto		1,110				1,110	
Totals		1,861		295		2,156	

GROUND PLASTER AND LIME.

P O R T S .	Gallons.	Total Value.	ALE, BEER AND CIDER.				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Amhersburgh		\$ 2,793	\$		\$	\$ 2,793	
Coaticook		1,071				1,071	
Dunville		2,251				2,251	
Fort Erie		365				365	
Georgeville		175				175	
Totals		6,655				6,655	
A L E , B E E R A N D C I D E R .							
Chatham		\$ 137	\$		\$	\$ 137	
Clifton		207				207	
Kingston		3,983				3,983	
London		405				405	
Montreal		1,774	64	36		1,874	105
Prescott		105				105	
Quebec		442	36	406		884	
St. Johns		120				120	
Other Ports		249				249	
Totals	35,351	7,422	100	442		7,964	105
W H I S K Y .							
Clifton		\$ 106	\$		\$	\$ 106	
Montreal		138				138	
Sutton		575				575	
Windsor		98				98	
Other Ports		60				60	
Totals	1,879	977	120			1,057	857

No. 12.—GENERAL STATEMENT OF EXPORTS—Continued.

P O R T S .	Total Quantity.	Total Value.	OTHER SPIRITS—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
Kingston	Gallons. 198	\$ 401	\$	\$	\$	\$	
Montreal	11,832	19,235	2,685	1,918	16,550	401	
Quebec	70	1,918					
St. Johns	2,241	9,633			9,633		
Toronto	3,106	1,595			1,595		
Windsor	110	205			205		
Other Ports	60	69			69		
Totals	18,297	33,056	2,685	1,918	28,453		
VINEGAR.							
Clifton	Gallons. 41	\$ 4	\$	\$	\$ ⁴	\$	
Dalhousie	1,080	216			216		
Quebec	181	65		65			
Totals	1,302	285		65	220		

OTHER ARTICLES.

Chatham	\$ 8,169	\$	\$	\$	\$ 3,169	\$
Clifton	2,736	2,736			2,736	
Coaticook	6,480	6,480	123		5,024	1,333
Dundas	1,182	1,182			1,182	
Dundee	1,970	1,970			1,970	
Fort Erie	12,619	12,619			12,619	
Guelph	2,457	2,457			2,457	
Kingston	49,720	49,720			49,720	
Montreal	8,197	8,197	1,850		4,431	
Paris	4,217	4,217			4,217	
Phillipsburgh	1,812	1,812			1,812	
Quebec	8,993	8,993	959		300	
St. John	1,091	1,091			1,091	
Other Ports	7,895	7,895	381		7,514	
Totals	112,538	112,538	3,313		98,242	1,333

No. 13.—SUMMARY STATEMENT of the Quantity and Value of the principal Articles of Canadian Produce and Manufacture, Exported during the year 1858, and indicating to what Country exported.

ARTICLES.	TOTAL EXPORTS.						TO WHAT COUNTRY EXPORTED.			
	Quantity.	Value.	Great Britain.		British Colonies.		United States.	Foreign Countries.		
			\$		North America.	West Indies.				
THE MINE:										
Copper.....Tons.	2	\$ 713	\$ 600					\$ 113		
Copper Ore....."	1,927	191,236	111,440					79,796		
Pig and Scrap Iron....."		109,265						109,265		
Stone....."		13,609						13,609		
Total, Produce of the Mine.....		314,823	112,040					202,783		
THE FISHERIES:										
Fish—Dried and Smoked.....Cwt.	128,224	376,951	100,124	55,209				3,093	218,525	
Pickled.....Bris.	120,433	279,404	1,434	147,177				120,793		
Fresh....."		19,592						19,592		
Oil.....Galls.	85,941	38,986	17,457	16,822				4,657		
Furs or Skins, the produce of } Fish or creatures living in } the Sea.....No.	5,778	3,413	60	3,003				350		
Total, Produce of the Fisheries.....		718,296	119,075	222,211				158,485	218,525	
THE FOREST:										
Ashes—Pot.....Bris.	21,800	740,933	671,716					69,217		
Pearl....."	6,044	188,826	185,189					3,637		
Timber—Ash.....Tons.	2,378	16,999	16,999							
Birch....."	4,005	30,339	30,339							
Elm....."	19,451	163,389	163,389							
Maple....."	37	285	285							
Oak....."	26,904	377,561	368,665					8,667	116	

White Pine....."	3,14,981	1,811,340	1,775,874					35,322	144
Red Pine....."	53,143	374,079	373,999	80					
Tamarac....."	995	5,410	5,216					194	
Walnut.....M. Feet.	1,033	22,837	8,040					14,797	
Basswood, Butternut & } Hickory....."	1,649	20,121	855					19,266	
Standard Staves.....Mille.	2,369	398,847	381,014					15,373	3,460
Other Staves....."	4,130	170,379	137,839	19,081				11,779	1,700
Battens....."		897	889					8	
Knees.....Pieces.	2,397	3,470	412					3,058	
Scantling....."		22,922	105	463				22,354	
Treenails....."		202	200	2					
Deals.....Stan. hun.	47,537	1,675,918	1,674,521						236
Deal Ends....."	1,307	36,115	36,100	15					
Plank and Boards.....M. Feet.	384,804	2,902,267	5,324	6,624				2,890,319	
Spars....."	4,615	32,319	21,949	276				10,473	21
Masts....."	927	69,617	69,207					410	
Handspikes....."	1,772	713	713						
Lath and Lathwood.....Cords.	8,521	34,230	22,800	110				11,270	50
Firewood....."	28,950	36,155	20					36,135	
Shingles.....Mille.	14,000	24,314						17,825	
Railroad Ties.....Pieces.	285,082	39,524		6,489				39,524	
Oars.....Pairs.	6,046	11,405	11,365	40				23,456	
Other Woods....."		25,367	977	934				47,734	
Saw Logs.....Number.	46,017	47,734						639	
Furs—Dressed....."		162,574	125,459	398				36,717	
Undressed....."									
Total, Produce of the Forest.....		9,447,727	6,089,060	35,766				3,918,174	4,727
ANIMALS, & THEIR PRODUCE.									
Animals—Horses.....Number.									
Horned Cattle....."	5,925	468,487	400	766				467,321	
Swine....."	22,738	516,177		210				515,967	
Sheep....."	12,159	93,133		155				92,978	
Poultry....."	38,326	83,951		81				83,870	
Produce of animals—									
Beef.....Cwt.	3,610	23,469	14,594	4,392				4,483	
Bacon and Hams....."	472	5,014	3,657	1,357				1,357	
Butter....."	33,225	480,712	106,094	64,276				310,342	

No. 13.—SUMMARY STATEMENT OF THE QUANTITY AND VALUE, &c.—Continued.

ARTICLES.	TOTAL EXPORTS.		TO WHAT COUNTRY EXPORTED.				
	Quantity.	Value. \$	Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
ANIMALS, &c.—Continued.							
Beeswax.....Lbs.	2,978	574	410			164	
Cheese.....Cwt.	117	1,497	178	458		861	
Bear's Grease.....		891				891	
Eggs.....Dozens.	623,525	66,860		53		66,807	
Hides.....		113,872	10	14		113,848	
Sheeps' Pelts.....		56,103				56,103	
Horns and Hoofs.....		2,427	1,311			1,116	
Bones.....		4,693	3,960			733	
Feathers.....Lbs.	991	414				414	
Lard.....Brls.	467	10,369	5,047	804		4,518	
Pork.....Cwt.	21,115	143,336	308	22,899		120,092	37
Tallow.....Brls.	59	1,465		43		1,422	
Tongues.....Kegs.	23	158	132	26			
Honey.....Lbs.	645	86	26	56			
Venison.....Number.	258	1,679				4	
Wool.....Lbs.	1,545,412	342,798				1,679	
						342,798	
Total, Animals and their Products.		2,462,765	132,470	97,890		2,232,368	37
AGRICULTURAL PRODUCTS :							
Barley and Rye.....Bus.	1,309,638	1,015,635		940		1,014,695	
Beans....."	7,159	6,319		156		6,163	
Bran.....Cwt.	45,796	33,031		304		32,727	
Flour.....Brls.	634,576	3,065,810	565,687	500,728		1,995,987	408
Hay.....Tons.	82	636				636	
Hops.....Lbs.	8,845	782				782	
Total, Agricultural Products.		7,901,400	1,627,885	531,082		5,744,959	474

Indian Corn.....Bus.	21,547	13,224	800	1,406		11,018	
Malt....."	465	423				423	
Meal.....Brls.	11,166	49,289	3,626	9,225		36,438	
Oats.....Bus.	1,941,710	753,486	12,056	2,678		738,752	
Pease....."	579,244	492,582	3,556,615	8,356		1,28,611	
Balsam.....		5,107	600			4,507	
Flax.....Cwt.	1,325	12,901				12,901	
Flax Seed.....Bus.	1,685	2,344		4		2,340	
Other Seeds....."	46,907	81,558	1,320	297		79,941	
Maple Sugar.....Lbs.	39,041	3,042	162	67		2,313	
Fruit, green.....Brls.	2,460	8,556	3,079	2,229		3,182	
Vegetables.....		3,507	140	911		2,456	66
Tobacco.....Lbs.	16,840	1,072				1,072	
Wheat.....Bus.	2,437,679	2,355,096	684,800	3,781		1,666,515	
Total, Agricultural Products.		7,901,400	1,627,885	531,082		5,744,959	474
MANUFACTURES :							
Books.....		4,505		2,060		2,156	
Cotton.....		276				206	
Candles.....Lbs.	8,427	1,246		1,244		2	70
Furs.....		1,130	120	410		556	44
Glass.....		286		245		41	
Hardware.....		13,218	655	3,136		8,257	
India Rubber.....		80,067	37,827	9,062		19,720	1,170
Indian Barkwork.....		351				351	13,458
Leather.....		4,664	10	1,829		2,642	183
Linen.....		436				436	
Machinery.....		12,053	4,119	360		7,574	
Musical Instruments.....		1,350	200	100		1,050	
Carriages.....Number.	219	10,693	5	1,062		9,626	
Starch.....Lbs.	1,484	148	148				
Straw.....		14,358					
Rags.....		12,401	250			14,058	300
Soap.....Lbs.	16,824	1,321		1,316		12,151	
Sugar Boxes.....	111,671	45,298				5	
Oil Cake.....		15,593	15,593			45,298	
Biscuit.....Cwt.	1,226	5,600	2,670	5,600		6,428	6
Wood.....		50,126		41,022		1,566	
Woollens.....		1,861		295		6,655	
Ground Plaster and Lime.....		6,655					

No. 13.—SUMMARY STATEMENT OF THE QUANTITY AND VALUE, &c.—Continued.

ARTICLES.	TOTAL EXPORTS.		TO WHAT COUNTRY EXPORTED.				
	Quantity.	Value.	Great Britain.	British Colonies.		United States.	Foreign Countries.
				North America.	West Indies.		
MANUFACTURES—Continued.							
<i>Liquors—</i>							
Ale, Beer and Cider Galls.	35,351	7,422	100			6,775	105
Whisky	1,879	977	120	442		857	
Other Spirits	18,297	33,056	2,685	1,918		28,453	
Vinegar	1,302	285		65		230	
Total, Manufactures		325,376	64,791	70,166		175,083	15,336
OTHER ARTICLES							
		112,538	9,650	3,313		98,242	1,333
RECAPITULATION.							
Produce of the Mine		314,823	112,040			202,783	
“ Fisheries		718,296	119,075	222,211		158,485	218,525
“ Forest		9,447,727	6,089,060	35,766		3,318,174	4,727
Animals and their Products		2,462,765	132,470	97,890		2,232,368	37
Agricultural Products		7,904,400	1,637,885	531,082		5,744,959	474
Manufactures							
Other Articles							
		325,376	64,791	70,166		175,083	15,336
		112,538	9,650	3,313		98,242	1,333
Add for Ships built at Quebec, during the year—		21,285,925	8,154,971	960,428		11,930,094	241,432
18,591 Tons at \$40 per Ton		713,640	743,640				
Total Value of Exports as reported		22,029,565	8,898,611	960,428		11,930,094	240,432

Manufactures	70,166			175,083	15,336
Other Articles	3,313			98,242	1,333
Add for Ships built at Quebec, during the year—					
18,591 Tons at \$40 per Ton	960,428			11,930,094	241,432
Total Value of Exports as reported	960,428			11,930,094	240,432
Value of Exports from Quebec \$6,252,184					
“ Montreal					
“ Gaspé					
“ New Carlisle					
“ Amherst					
“ Rimouski					
“ Isle Verte					
Total From Sea Ports				\$10,485,214	
“ Inland Ports as reported				11,544,351	
Estimated Amount of Exports not reported at Inland Ports				22,029,565	
Grand Total of Exports				1,443,044	\$23,472,609

No. 14.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles of Canadian Produce and Manufacture, Exported during the years 1856, 1857 and 1858.

ARTICLES.	TOTAL EXPORTS.					
	1856.		1857.		1858.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
THE MINE:						
Copper.....	Tons.	\$	\$	\$	\$	\$
Copper Ore.....	988	82,834	2,562	240,314	1,927	191,236
Pig and Scrap Iron.....		58,458		29,366		109,265
Stone.....		24,316		16,160		13,609
<i>Total Produce of the Mine.....</i>		165,648		286,469		314,833
THE FISHERIES:						
<i>Fish—Dried and Smoked.....</i>	Cwt.					
Pickled.....	Bbls.	117,527	272,840	95,762	281,914	376,651
Fresh.....		36,398	142,062	74,443	209,440	279,404
Oil.....		36,555	19,630	31,960	30,227	19,592
Furs or Skins, the Produce of fish or creatures living } in the Sea.....	No.	21,815	21,815	31,960	18,532	38,936
<i>Total Produce of the Fisheries.....</i>		456,347		540,113		718,296
THE FOREST:						
<i>Ashes—Pot.....</i>	Bbls.	17,113	675,647	21,880	859,863	740,933
Pearl.....		7,359	241,540	7,576	287,993	188,826
<i>Timber—Ash.....</i>	Tons.	2,589	14,403	3,485	25,360	16,989
Birch.....		4,556	40,200	5,026	46,985	30,339
Elm.....		36,453	508,433	37,954	432,822	163,389
Maple.....		16	169	169	1,593	285
Oak.....		33,814	377,190	48,589	576,630	377,561
White Pine.....		361,046	2,062,003	500,781	2,821,320	1,811,340
Red Pine.....		61,943	471,691	61,323	526,458	374,079
Tamarack.....		2,117	13,381	4,571	28,471	5,410

Walnut.....	M. Feet.	1,517	40,601	2,109	51,140	1,623	22,837
Basswood, Butternut and Hickory.....		620	7,146	1,229	15,462	1,439	20,121
Standard Staves.....	Mille.	1,690	368,659	3,253	548,384	2,339	398,847
Other Staves.....		2,978	166,757	4,117	174,771	4,130	170,379
Battens.....	Pieces.	3,060	786		4,276		897
Knees.....		10,960	11,505	569	466	2,397	3,470
Scantling.....			23,139		22,168		22,922
Treenails.....			550		140		202
Deals.....	Stand. Hand.	36,729	1,681,157	51,250	1,955,377	47,537	1,675,918
Deal Ends.....		1,746	68,865	1,867	58,852	1,307	36,115
Plank and Boards.....	M. Feet.	229,793	2,503,187	222,611	2,573,470	384,804	2,902,267
Spars.....	Pieces.	7,751	80,586	4,565	84,410	4,615	32,319
Masts.....		2,214	141,692	1,495	135,884	927	69,617
Handspikes.....		1,204	297	1,697	437	1,772	713
Lath and Lathwood.....	Cords.	16,160	55,343	9,614	60,825	8,521	34,230
Firewood.....		45,959	79,615	36,560	62,558	28,950	36,155
Shingles.....	Mille.	14,810	27,840	22,559	46,257	14,000	24,314
Sleepers.....	Pieces.	30	4	5,793	1,363		
Railroad Ties.....		112,329	21,070	111,197	18,025	285,082	39,524
Oars.....	Pails.	17,841	27,791	5,804	6,582	6,046	11,405
Other Woods.....	Num.		28,111		35,726		25,367
Saw Logs.....		66,742	72,772	101,464	111,440	46,017	47,734
Furs.—Dressed.....			207,753		154,879		639
Undressed.....							162,574
<i>Total Produce of the Forest.....</i>			10,019,883		11,730,387		9,447,727
ANIMALS AND THEIR PRODUCE.							
<i>Animals.—Horses.....</i>	Number.	6,365	492,182	5,482	417,155	5,925	468,487
Horned Cattle.....		24,083	585,114	23,014	601,029	22,758	516,177
Swine.....		28,744	173,772	10,276	77,537	12,159	93,133
Sheep.....		28,267	80,047	11,614	33,209	38,326	83,951
Poultry.....			23,697		31,845		44,600
<i>Produce of Animals.—Beef.....</i>	Cwt.	2,332	16,529	1,536	12,289	3,610	23,469
Bacon and Hams.....		185	2,080	135	1,622	472	5,014
Butter.....		21,597	433,370	14,626	287,819	33,225	480,712
Beeswax.....	Lbs.	139	468	209	54	2,978	574
Cheese.....	Cwt.		1,716		1,833		1,497
Bear's Grease.....			1,428		1,305		891
Eggs.....	Dozens.	541,090	68,986	698,479	101,991	623,525	66,860
Hides and Pelts.....			212,690		209,526		169,975

No. 14.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles, &c.—Continued.

ARTICLES.	TOTAL EXPORTS.					
	1856.		1857.		1858.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
ANIMALS, &c.—Continued.		\$		\$		\$
Horns and Hoofs.....		3,593		6,071		2,427
Bones.....		789		1,439		4,693
Feathers.....		46	486	158		414
Lard.....	Lbs.	40,920	897	11,014	467	10,369
Pork.....	Bbls.	111,815	4,059	39,103	21,115	143,336
Tallow.....	Bbls.	1,840	61	1,375	59	1,465
Tongues.....	Keys.	92	28	110	23	158
Honey.....	Lbs.	34			645	86
Venison.....	Number.				258	1,679
Wool.....	Lbs.	1,164,534	1,975,041	312,861	1,545,412	342,798
<i>Total Animals and their products</i>		2,564,059		2,107,240		2,462,765
AGRICULTURAL PRODUCTS :						
Barley and Rye.....	Bus.	989,447	831,412	907,281	1,309,638	1,015,635
Beans.....	"	1,571	3,599	2,952	7,159	6,319
Bran.....	Cwt.	1,771	8,934	1,714	45,796	33,031
Flour.....	Bbls.	878,775	743,949	6,009,809	634,576	3,065,810
Hay.....	Tons.	3,073	230	3,073	82	636
Hops.....	Lbs.	217,260	82,592	18,747	8,845	782
Indian Corn.....	Bus.	164,495	65,342	91,548	21,547	13,224
Malt.....	"	300	24	452	465	423
Meal.....	Bbls.	17,028	8,185	81,044	11,166	49,289
Oats.....	Bus.	1,296,677	866,860	457,423	1,941,710	753,486
Pease.....	"	374,479	220,726	307,741	579,244	492,582
Balsam.....	Cwt.			8,110		5,107
Flax Seed.....	Bus.	11,879	4,397	18,876	1,325	12,901
Other Seeds.....	"	21,506	52,665	61,199	1,685	2,344
					46,907	81,558

Maple Sugar.....	Lbs.	9,872	762	21,309	2,165	39,041	3,042
Fruit, Green.....	Bbls.	4,183	12,300	3,688	10,618	2,460	8,556
Vegetables.....	Lbs.	17,435	10,416	60,865	15,765	16,840	3,507
Tobacco.....	Bus.	4,997,656	986	2,762,454	4,329	2,437,679	1,072
Wheat.....			6,977,843		2,789,975		2,355,096
<i>Total Agricultural Products</i>			14,972,276		8,882,825		7,904,400
MANUFACTURES :							
Books.....			1,107		2,162		4,505
Cotton.....	Lbs.	7390	1,207		1,138	8,427	276
Candles.....			18,204	6776	6,258		1,246
Furs.....			1,645		122		1,130
Glass.....			21,451		18,290		286
Hardware.....			102,814		103,698		13,218
India Rubber.....			550		409		80,067
Indian Barkwork.....			5,848		4,044		351
Leather.....							4,664
Linen.....			5,648		9,075		436
Machinery.....			796		736		12,053
Musical Instruments.....			6,108	105	7,035	219	1,350
Carriages.....	Number.	95			76	1,484	10,693
Starch.....	Lbs.		21		8,039		148
Straw.....			13,943		15,641		14,358
Rags.....			1,256		2,981		12,401
Soap.....	Lbs.		56,142		40,358		16,824
Sugar Boxes.....			16,533		16,169		45,298
Oil Cake.....			21,849		11,714		15,593
Biscuit.....	Cwt.	4,301	50,633		33,049	1,226	5,600
Wood.....			2,004		1,377		50,126
Woolens.....			14,183		9,578		1,861
Ground Plaster and Lime.....							6,655
Liquors—							
Ale, Beer and Cider.....	Galls.	19,136	4,329	14,890	3,729	35,351	7,422
Whisky.....	"	14,180	6,297	2,424	1,937	1,879	977
Other Spirits.....	"	9,536	11,246	14,625	41,626	18,297	33,056
Vinegar.....	"	619	188	613	280	1,302	285
<i>Total Manufactures</i>			373,628		395,821		325,376

No. 14.—COMPARATIVE STATEMENT of the Quantity and Value of the Principal Articles, &c.—Continued.

ARTICLES.	TOTAL EXPORTS.					
	1856.		1857.		1858.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
OTHER ARTICLES		\$ 43,198		\$ 121,120		\$ 112,538
RECAPITULATION.						
Produce of the Mine.....						\$ 314,823
“ Fisheries					\$ 286,469	
“ Forest					540,113	718,296
Animals and their Products.....					11,730,387	9,447,727
Agricultural Products					2,107,240	2,462,765
Manufactures					8,882,825	7,904,400
Other Articles					398,821	325,376
					121,120	112,538
Total Value of Exports.....				\$ 23,595,039	24,066,975	21,255,925
Value of Ships built at Quebec.....					1,213,078	743,640
Estimated Amount of Exports, short returned at Inland Ports					2,238,900	1,443,044
Grand Total of Exports.....				\$ 32,047,017	27,006,624	23,472,609

No. 15.—COMPARATIVE STATEMENT shewing the Value of the principal Articles Exported from Canada, Seaward, *viâ* the St. Lawrence, during the years 1857 and 1858.

ARTICLES.	1857.		1858.	
	Quantity.	Value.	Quantity.	Value.
Ashes, Pot and Pearl.	21,754	\$ 896,485	26,026	\$ 856,905
Butter.	5,136	91,365	10,586	170,370
Copper Ore	558	40,760	38	3,130
Fish, Dried and Pickled.		346,920	54,919	416,530
Fish Oil	175,050	1,075,290	243,067	26,900
Flour		26,065		1,066,823
Furs and Skins.	2,112	25,899	3,063	69,950
Pork and Beef.	3,465	25,276	2,378	42,230
Timber—Ash	4,442	44,680	4,005	16,999
Birch	50,657	1,947,897	47,537	30,339
Deals	33,421	396,362	19,451	1,675,918
Elm.	5,598	46,095	5,942	163,389
Lath.	37,676	526,468	25,291	32,960
Oak	7,178	21,394	1,538	368,894
Plank and Boards.	481,485	2,759,951	333,960	11,948
White Pine	61,124	525,658	53,143	1,776,018
Red Pine	4,704	198,910		374,079
Spars, Masts and Handspikes.	942,896	752,836	4,594	91,766
Slaves	165,011	1,178,810	739,180	541,799
Wheat		144,463	392,095	698,581
Peas		1,301,759		363,971
Other Articles				204,274
Total Exports Seaward, <i>viâ</i> St. Lawrence.		12,373,343		8,983,773
Recapitulation of Imports and Exports <i>viâ</i> St. Lawrence				
Imports.		14,378,094		10,768,161
Goods in Transitu for United States.		183,790		26,916
Exports.		12,373,343		8,983,773
Value of Ships built at Quebec.		1,383,444		743,640
Total Value of Imports and Exports <i>viâ</i> St. Lawrence		28,318,671,		20,522,490

No. 17.—STATISTICAL VIEW of the Commerce of Canada, exhibiting the Value of Exports to and Imports from Great Britain, her Colonies, and foreign Countries, together with the Tonnage of Vessels arriving and departing during the year 1858, including in such Tonnage the Vessels engaged in the Inland Trade.

	COMMERCE.						SHIPPING.					
	Value of Exports.		Value of Imports.		Tonnage of British Vessels.		Tonnage of Foreign Vessels.		TOTAL.			
	Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.	Entered Inwards.	Cleared Outwards.		
Great Britain.....	\$ 8,898,611		\$ 12,295,487									
North American Colonies.....	960,423		415,375									
British West Indies.....												
United States of America.....	11,930,091		15,635,582		2,732,310	2,100,443	2,261,342	1,409,461	4,996,652	3,509,904		
Other Foreign Countries.....	240,482		732,083									
Total.....	22,029,565		29,078,527									

NOTE.—For Tonnage of Sea-going Vessels Inwards and Outwards, included in this Table, see Tables Nos 25 and 26.

No. 18.—COMPARATIVE STATEMENT of the Value of Imports and Exports of Canada, during the years 1857 and 1858.

	Exports.	Imports.	Total Imports and Exports.
1857.....	\$ 27,006,624	\$ 39,430,598	\$ 66,437,222
1858.....	23,472,609	29,078,527	52,551,136
Decrease in 1858.....			13,886,086
			or 20.90 per cent.

No. 19.—COMPARATIVE STATEMENT of the Number of Gallons of Proof Spirits Distilled in the Province of Canada in the years 1855, 1856, 1857 and 1858, with the Number of Stills and Amount of Revenue derived therefrom.

	Number of Stills.				Number of Gallons Manufactured.			
	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
	CANADA EAST.....	6	6	10	10	751,720	818,766	936,824	864,696
CANADA WEST.....	109	107	94	110	2,011,882	2,346,057	2,218,732	2,543,701
Total.....	115	113	104	120	2,763,602	3,164,823	3,155,556	3,408,397

	REVENUE COLLECTED.													
	1855.				1856.				1857.				1858.	
	Duty on Stills.	Duty on Spirits.	Total Duty.	Duty on Stills.	Duty on Spirits.	Total Duty.	Duty on Stills.	Duty on Spirits.	Total Duty.	Duty on Stills.	Duty on Spirits.	Total Duty.	Duty on Stills.	Total Duty.
Canada East	\$ 240	\$ cts 12,528 66	\$ 12,768 66	\$ 240	\$ cts 14,395 73	\$ 14,635 73	\$ 400	\$ cts 23,420 58	\$ 23,820 58	\$ 400	\$ cts 25,497 48	\$ 25,897 48	\$ cts 25,897 48	
Canada West.....	4,360	33,631 37	37,991 37	4,280	50,200 25	54,480 25	3,760	55,468 30	59,228 30	4,400	96,644 56	101,044 56	101,044 56	
Total.....	4,600	46,060 03	50,660 03	4,520	64,595 98	69,115 98	4,160	78,888 88	83,048 88	4,800	122,142 04	126,942 04	126,942 04	

No. 20.—RETURN of the Number of Gallons of Malt Liquors brewed in the Province of Canada, with the Number of Licenses issued and Amount of Revenue derived therefrom, from 8th August to 31st December, 1858.

	Number of Licenses issued.	Number of Gallons brewed.	Duty Collected.		
			For Licenses.	On Malt Liquors.	TOTAL.
			\$	\$ cts.	\$ cts.
Canada East.....	18	397,428	180	3,973 88	4,153 88
Canada West.....	101	850,375	1,010	8,943 71	9,953 71
	119	1,247,803	1,190	12,917 59	14,107 59

RECAPITULATION.

Amount of Duties from Distilleries in 1858.....	\$126,942 04
do do Breweries do	14,107 59
	<hr/>
Total Excise.....	\$141,049 63
	<hr/>

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No. 21.—COMPARATIVE STATEMENT of the Gross and Net Revenue received from Customs for the years 1854, 1855, 1856, 1857 and 1858.

|                                       | 1854.            | 1855.            | 1856.            | 1857.            | 1858.            |
|---------------------------------------|------------------|------------------|------------------|------------------|------------------|
|                                       | \$ cts.          | \$ cts.          | \$ cts.          | \$ cts.          | \$ cts.          |
| Gross Receipt of Duties .....         | (1) 4,900,769 47 | (2) 3,527,098 05 | (3) 4,510,128 15 | (4) 3,927,208 77 | (5) 3,383,290 93 |
| Charges for Collection.....           | 207,382 38       | 249,957 70       | 289,946 38       | 303,685 95       | 341,863 37       |
| Less Return Duties and Balances ..... | 4,693,387 09     | 3,277,140 35     | 4,220,181 77     | 3,623,522 82     | 3,041,427 56     |
|                                       | 21,313 27        | 21,862 10        | 104,559 94       | 27,767 99        | 15,133 17        |
| Net Revenue of Customs Duties.....    | 4,672,073 82     | 3,255,278 25     | 4,115,621 83     | 3,595,754 83     | 3,026,294 39     |

NOTE.—(1) In this is included the sum of \$1,764 53 cts. being amount of Warehouse Account at Quebec.

- (2) “ “ \$1,315 57 cts. “ “ and Montreal.
- (3) “ “ \$1,246 06 cts. “ “
- (4) “ “ \$2,157 59 cts. “ “ Montreal and Toronto.
- (5) “ “ \$1,901 42 cts. “ “

No. 22.—STATEMENT of British and Foreign Vessels entered Inwards, from Sea, with Cargoes or in Ballast, at the Ports of Quebec, Montreal, Amherst, New Carlisle, Gaspé, Rimouski, and Isle Verte, during the year 1858.

| PORT OF QUEBEC.                       |                 |         |       |                 |        |       |                 |         |       |                 |        |       |
|---------------------------------------|-----------------|---------|-------|-----------------|--------|-------|-----------------|---------|-------|-----------------|--------|-------|
| Countries<br>From which they entered. | With Cargoes.   |         |       |                 |        |       | In Ballast.     |         |       |                 |        |       |
|                                       | British.        |         |       | Foreign.        |        |       | British.        |         |       | Foreign.        |        |       |
|                                       | No. of Vessels. | Tons.   | Men.  | No. of Vessels. | Tons.  | Men.  | No. of Vessels. | Tons.   | Men.  | No. of Vessels. | Tons.  | Men.  |
| United Kingdom.....                   | 312             | 189,975 | 6,661 | 23              | 14,321 | 399   | 331             | 191,652 | 5,835 | 20              | 12,137 | 314   |
| Nova Scotia.....                      | 32              | 2,757   | 191   | 1               | 143    | 5     | 12              | 2,340   | 171   | .....           | .....  | ..... |
| New Brunswick.....                    | 26              | 1,200   | 88    | .....           | .....  | ..... | 16              | 1,045   | 60    | .....           | .....  | ..... |
| Newfoundland.....                     | 23              | 2,012   | 121   | .....           | .....  | ..... | 35              | 7,426   | 275   | .....           | .....  | ..... |
| South America.....                    | .....           | .....   | ..... | .....           | .....  | ..... | 1               | 781     | 19    | .....           | .....  | ..... |
| Malta.....                            | .....           | .....   | ..... | .....           | .....  | ..... | 2               | 1,164   | 32    | .....           | .....  | ..... |
| Gibraltar.....                        | .....           | .....   | ..... | .....           | .....  | ..... | 9               | 3,966   | 119   | 1               | 524    | 15    |
| British West Indies.....              | .....           | .....   | ..... | .....           | .....  | ..... | 2               | 793     | 26    | .....           | .....  | ..... |
| Cape de Verd.....                     | .....           | .....   | ..... | .....           | .....  | ..... | 1               | 908     | 26    | .....           | .....  | ..... |
| United States.....                    | 2               | 701     | 22    | 2               | 557    | 17    | 4               | 1,589   | 47    | 5               | 2,649  | 90    |
| France.....                           | 3               | 883     | 27    | 1               | 458    | 12    | 12              | 4,999   | 143   | 3               | 1,930  | 49    |
| Sicily.....                           | 1               | 168     | 8     | .....           | .....  | ..... | 1               | 303     | 10    | 1               | 321    | 12    |
| Spain.....                            | 1               | 363     | 12    | .....           | .....  | ..... | 37              | 15,238  | 456   | 7               | 3,395  | 103   |
| Portugal.....                         | 1               | 170     | 7     | .....           | .....  | ..... | 2               | 1,162   | 34    | 2               | 656    | 21    |
| Germany.....                          | .....           | .....   | ..... | .....           | .....  | ..... | .....           | .....   | ..... | .....           | .....  | ..... |
| Belgium.....                          | 2               | 553     | 19    | 1               | 414    | 14    | .....           | .....   | ..... | .....           | .....  | ..... |
| Holland.....                          | .....           | .....   | ..... | .....           | .....  | ..... | .....           | .....   | ..... | .....           | .....  | ..... |
| Hamburg.....                          | .....           | .....   | ..... | 5               | 2,355  | 79    | .....           | .....   | ..... | .....           | .....  | ..... |
| Sweden.....                           | .....           | .....   | ..... | .....           | .....  | ..... | .....           | .....   | ..... | .....           | .....  | ..... |
| Norway.....                           | .....           | .....   | ..... | .....           | .....  | ..... | .....           | .....   | ..... | .....           | .....  | ..... |
| Total.....                            | 403             | 199,782 | 7,156 | 33              | 18,278 | 526   | 479             | 239,153 | 7,441 | 92              | 45,440 | 1,333 |

| PORT OF MONTREAL.                     |                 |         |       |                 |        |       |                 |         |       |                 |        |       |
|---------------------------------------|-----------------|---------|-------|-----------------|--------|-------|-----------------|---------|-------|-----------------|--------|-------|
| Countries<br>From which they entered. | With Cargoes.   |         |       |                 |        |       | In Ballast.     |         |       |                 |        |       |
|                                       | British.        |         |       | Foreign.        |        |       | British.        |         |       | Foreign.        |        |       |
|                                       | No. of Vessels. | Tons.   | Men.  | No. of Vessels. | Tons.  | Men.  | No. of Vessels. | Tons.   | Men.  | No. of Vessels. | Tons.  | Men.  |
| Prussia.....                          | .....           | .....   | ..... | .....           | .....  | ..... | 1               | 254     | 7     | .....           | .....  | ..... |
| Africa.....                           | .....           | .....   | ..... | .....           | .....  | ..... | 6               | 1,899   | 62    | 2               | 675    | 21    |
| Ascension.....                        | .....           | .....   | ..... | .....           | .....  | ..... | 2               | 715     | 25    | .....           | .....  | ..... |
| Brazil.....                           | .....           | .....   | ..... | .....           | .....  | ..... | 2               | 1,467   | 41    | .....           | .....  | ..... |
| Italy.....                            | .....           | .....   | ..... | .....           | .....  | ..... | 2               | 760     | 26    | 1               | 418    | 13    |
| Total.....                            | 403             | 199,782 | 7,156 | 33              | 18,278 | 526   | 479             | 239,153 | 7,441 | 92              | 45,440 | 1,333 |

| PORT OF MONTREAL.                     |                 |        |       |                 |       |       |                 |       |       |                 |       |       |
|---------------------------------------|-----------------|--------|-------|-----------------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|
| Countries<br>From which they entered. | With Cargoes.   |        |       |                 |       |       | In Ballast.     |       |       |                 |       |       |
|                                       | British.        |        |       | Foreign.        |       |       | British.        |       |       | Foreign.        |       |       |
|                                       | No. of Vessels. | Tons.  | Men.  | No. of Vessels. | Tons. | Men.  | No. of Vessels. | Tons. | Men.  | No. of Vessels. | Tons. | Men.  |
| United Kingdom.....                   | 90              | 55,445 | 2,638 | 2               | 693   | 92    | 1               | 499   | 15    | .....           | ..... | ..... |
| Nova Scotia.....                      | 29              | 2,392  | 125   | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| New Brunswick.....                    | 4               | 174    | 14    | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Newfoundland.....                     | 11              | 1,102  | 53    | 1               | 120   | 5     | 1               | 102   | 6     | .....           | ..... | ..... |
| Prince Edward Island.....             | 1               | 95     | 5     | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Esquimaux Bay.....                    | 1               | 86     | 4     | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Lower Ports—Canada.....               | 13              | 923    | 51    | .....           | ..... | ..... | 21              | 4,511 | 145   | .....           | ..... | ..... |
| Spanish West Indies.....              | 4               | 547    | 25    | 1               | 195   | 6     | .....           | ..... | ..... | .....           | ..... | ..... |
| Unites States.....                    | 2               | 258    | 12    | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| France.....                           | 3               | 681    | 25    | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Antwerp.....                          | 2               | 551    | 19    | 1               | 414   | 14    | .....           | ..... | ..... | .....           | ..... | ..... |
| Hamburg.....                          | .....           | .....  | ..... | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Madeira.....                          | 1               | 482    | 9     | .....           | ..... | ..... | .....           | ..... | ..... | 1               | 410   | 14    |
| China—Shanghai.....                   | 1               | 500    | 19    | .....           | ..... | ..... | .....           | ..... | ..... | .....           | ..... | ..... |
| Total.....                            | 162             | 63,239 | 2,999 | 5               | 1,432 | 47    | 23              | 5,112 | 166   | 1               | 410   | 14    |

| Countries<br>From which they entered. | PORT OF AMHERST, C. E. |       |                 |             |       |                 |       |       |
|---------------------------------------|------------------------|-------|-----------------|-------------|-------|-----------------|-------|-------|
|                                       | With Cargoes.          |       |                 | In Ballast. |       |                 |       |       |
|                                       | British.               |       | Foreign.        | British.    |       | Foreign.        |       |       |
| No. of Vessels.                       | Tons.                  | Men.  | No. of Vessels. | Tons.       | Men.  | No. of Vessels. | Tons. | Men.  |
| United Kingdom                        | 72                     | 2,598 | 448             | 2           | 155   | 12              |       |       |
| Nova Scotia                           | 3                      | 177   | 16              | 94          | 3,820 | 415             |       |       |
| New Brunswick                         | 1                      | 74    | 6               | 11          | 579   | 64              |       |       |
| Newfoundland                          | 5                      | 97    | 20              | 3           | 189   | 15              |       |       |
| Prince Edward Island                  | 1                      | 69    | 5               | 13          | 393   | 60              |       |       |
| United States                         |                        |       |                 | 11          | 838   | 67              |       | 1,905 |
| France                                | 1                      |       |                 | 1           | 30    | 5               |       | 143   |
| Total                                 | 82                     | 3,015 | 495             | 12          | 868   | 72              | 123   | 5,136 |
|                                       |                        |       |                 |             |       |                 |       | 566   |
|                                       |                        |       |                 |             |       |                 |       | 205   |

PORT OF NEW CARLISLE.

|                      |    |       |     |    |       |    |   |     |    |
|----------------------|----|-------|-----|----|-------|----|---|-----|----|
| United Kingdom       | 8  | 1,124 | 72  | 7  | 1,588 | 58 | 1 | 401 | 12 |
| Nova Scotia          | 13 | 783   | 44  | 2  | 601   | 17 |   |     |    |
| New Brunswick        | 32 | 3,239 | 299 | 26 | 676   | 63 | 1 | 90  | 6  |
| Newfoundland         | 2  | 139   | 8   | 15 | 1,343 | 72 |   |     |    |
| Prince Edward Island | 1  | 53    | 5   | 1  | 71    | 4  |   |     |    |
| Lairador             | 1  | 124   | 8   |    |       |    |   |     |    |

|               |    |       |     |    |       |     |   |     |    |
|---------------|----|-------|-----|----|-------|-----|---|-----|----|
| South America | 2  | 465   | 21  | 2  | 465   | 21  | 2 | 490 | 20 |
| United States | 2  | 385   | 18  | 3  | 258   | 15  |   |     |    |
| Spain         |    |       |     |    |       |     |   |     |    |
| Total         | 61 | 6,312 | 475 | 56 | 5,002 | 250 | 4 | 981 | 38 |

PORT OF GASPE.

|                      |    |       |     |    |       |    |    |       |     |
|----------------------|----|-------|-----|----|-------|----|----|-------|-----|
| United Kingdom       | 14 | 1,723 | 109 | 1  | 327   | 10 |    |       |     |
| Nova Scotia          | 6  | 284   | 23  | 2  | 145   | 11 |    |       |     |
| New Brunswick        | 3  | 75    | 9   | 15 | 1,079 | 96 |    |       |     |
| Newfoundland         | 3  | 287   | 22  | 3  | 397   | 24 |    |       |     |
| Prince Edward Island | 4  | 212   | 17  |    |       |    |    |       |     |
| Spain                | 13 | 1,229 | 80  |    |       |    |    |       |     |
| Italy                |    |       |     | 1  | 59    | 4  |    |       |     |
| Total                | 43 | 3,810 | 260 | 1  | 327   | 10 | 21 | 1,680 | 135 |

PORT OF RIMOUSKI.

|                |  |  |  |   |       |    |   |       |     |
|----------------|--|--|--|---|-------|----|---|-------|-----|
| United Kingdom |  |  |  |   |       |    |   |       |     |
| United States  |  |  |  | 3 | 2,381 | 61 | 3 | 3,213 | 68  |
| Norway         |  |  |  |   |       |    | 5 | 1,974 | 59  |
| Russia         |  |  |  |   |       |    | 1 | 860   | 22  |
| Total          |  |  |  | 3 | 2,381 | 61 | 9 | 6,047 | 149 |

PORT OF ISLE VERTE.

|                |  |  |  |   |     |    |   |       |     |
|----------------|--|--|--|---|-----|----|---|-------|-----|
| United Kingdom |  |  |  |   |     |    |   |       |     |
| Esquimaux Bay  |  |  |  | 1 | 950 | 25 | 4 | 2,080 | 64  |
| Holland        |  |  |  | 1 | 40  | 10 | 1 | 350   | 12  |
| Norway         |  |  |  |   |     |    | 2 | 950   | 28  |
| Total          |  |  |  | 2 | 990 | 35 | 7 | 3,380 | 104 |

No. 23.—RETURN of the Number and Tonnage of Vessels which Carlisle, Gaspé, Rimouski and Isle Verte, by Sea, in the year

| PORT OF QUEBEC.        |                 |          |                     |                 |          |
|------------------------|-----------------|----------|---------------------|-----------------|----------|
| ARRIVED.               |                 |          | DEPARTED.           |                 |          |
| Under what Colours.    | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....           | 882             | 437,935  | British.....        | 933             | 454,633  |
| United States.....     | 18              | 13,606   | United States.....  | 20              | 14,747   |
| Norwegian.....         | 80              | 37,233   | Norwegian.....      | 79              | 36,691   |
| Prussian.....          | 16              | 6,671    | Prussian.....       | 15              | 6,321    |
| Swedish.....           | 1               | 458      | Swedish.....        | 1               | 458      |
| Oldenburg.....         | 1               | 302      | Oldenburg.....      | 1               | 302      |
| Hamburgh.....          | 6               | 2,829    | Hamburgh.....       | 6               | 2,829    |
| Bremen.....            | 1               | 1,657    | Bremen.....         | 1               | 1,657    |
| Austrian.....          | 1               | 414      | Austrian.....       | 1               | 414      |
| Russian.....           | 1               | 548      | Russian.....        | 1               | 548      |
| Total.....             | 1,007           | 501,653  | Total.....          | 1,058           | 518,600  |
| RECAPITULATION.        |                 |          |                     |                 |          |
| British.....           | 882             | 437,935  | British.....        | 933             | 454,633  |
| Foreign.....           | 125             | 63,718   | Foreign.....        | 125             | 63,967   |
| Total.....             | 1,007           | 501,653  | Total.....          | 1,058           | 518,600  |
| PORT OF MONTREAL.      |                 |          |                     |                 |          |
| ARRIVED.               |                 |          | DEPARTED.           |                 |          |
| Under what Colours.    | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....           | 185             | 68,351   | British.....        | 192             | 70,009   |
| United States.....     | 4               | 1,008    | United States.....  | 2               | 315      |
| Austrian.....          | 1               | 414      | Austrian.....       | 1               | 414      |
| Hamburgh.....          | 1               | 410      | Hamburgh.....       | 1               | 410      |
| Total.....             | 191             | 70,163   | Total.....          | 196             | 71,148   |
| RECAPITULATION.        |                 |          |                     |                 |          |
| British.....           | 185             | 68,351   | British.....        | 192             | 70,009   |
| Foreign.....           | 6               | 1,832    | Foreign.....        | 4               | 1,139    |
| Total.....             | 191             | 70,183   | Total.....          | 196             | 71,148   |
| PORT OF AMHERST, C. E. |                 |          |                     |                 |          |
| ARRIVED.               |                 |          | DEPARTED.           |                 |          |
| Under what Colours.    | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....           | 205             | 8,151    | British.....        | 202             | 7,970    |
| United States.....     | 42              | 2,743    | United States.....  | 38              | 2,443    |
| Other Countries.....   | 5               | 173      |                     |                 |          |
| Total.....             | 252             | 11,067   | Total.....          | 240             | 10,413   |
| RECAPITULATION.        |                 |          |                     |                 |          |
| British.....           | 205             | 8,151    | British.....        | 202             | 7,970    |
| Foreign.....           | 47              | 2,916    | Foreign.....        | 38              | 2,443    |
| Total.....             | 252             | 11,067   | Total.....          | 240             | 10,413   |

arrived at and departed from Quebec, Montreal, Amherst, New 1858, distinguishing the Countries to which they belonged.

| PORT OF NEW CARLISLE. |                 |          |                     |                 |          |
|-----------------------|-----------------|----------|---------------------|-----------------|----------|
| ARRIVED.              |                 |          | DEPARTED.           |                 |          |
| Under what Colours.   | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....          | 117             | 11,314   | British.....        | 95              | 11,741   |
| United States.....    | 3               | 580      | United States.....  | 3               | 580      |
| Prussian.....         | 1               | 401      | Prussian.....       | 1               | 401      |
| Total.....            | 121             | 12,295   | Total.....          | 99              | 12,722   |
| RECAPITULATION.       |                 |          |                     |                 |          |
| British.....          | 117             | 11,314   | British.....        | 95              | 11,741   |
| Foreign.....          | 4               | 981      | Foreign.....        | 4               | 981      |
| Total.....            | 121             | 12,295   | Total.....          | 99              | 12,722   |
| PORT OF GASPÉ.        |                 |          |                     |                 |          |
| ARRIVED.              |                 |          | DEPARTED.           |                 |          |
| Under what Colours.   | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....          | 64              | 5,490    | British.....        | 47              | 6,120    |
| United States.....    | 1               | 327      | United States.....  | 1               | 245      |
| Total.....            | 65              | 5,817    | Total.....          | 48              | 6,365    |
| RECAPITULATION.       |                 |          |                     |                 |          |
| British.....          | 64              | 5,490    | British.....        | 47              | 6,120    |
| Foreign.....          | 1               | 327      | Foreign.....        | 1               | 245      |
| Total.....            | 65              | 5,817    | Total.....          | 48              | 6,365    |
| PORT OF RIMOUSKI.     |                 |          |                     |                 |          |
| ARRIVED.              |                 |          | DEPARTED.           |                 |          |
| Under what Colours.   | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....          | 3               | 2,381    | British.....        | 3               | 2,381    |
| United States.....    | 3               | 3,213    | United States.....  | 3               | 3,213    |
| Norwegian.....        | 5               | 1,974    | Norwegian.....      | 5               | 1,974    |
| Russian.....          | 1               | 860      | Russian.....        | 1               | 860      |
| Total.....            | 12              | 8,428    | Total.....          | 12              | 8,428    |
| RECAPITULATION.       |                 |          |                     |                 |          |
| British.....          | 3               | 2,381    | British.....        | 3               | 2,381    |
| Foreign.....          | 9               | 6,047    | Foreign.....        | 9               | 6,047    |
| Total.....            | 12              | 8,428    | Total.....          | 12              | 8,428    |
| PORT OF ISLE VERTE.   |                 |          |                     |                 |          |
| ARRIVED.              |                 |          | DEPARTED.           |                 |          |
| Under what Colours.   | No. of Vessels. | Tonnage. | Under what Colours. | No. of Vessels. | Tonnage. |
| British.....          | 2               | 990      | British.....        | 2               | 990      |
| Norwegian.....        | 7               | 3,380    | Norwegian.....      | 7               | 3,380    |
| Total.....            | 9               | 4,370    | Total.....          | 9               | 4,370    |
| RECAPITULATION.       |                 |          |                     |                 |          |
| British.....          | 2               | 990      | British.....        | 2               | 990      |
| Foreign.....          | 7               | 3,380    | Foreign.....        | 7               | 3,380    |
| Total.....            | 9               | 4,370    | Total.....          | 9               | 4,370    |

No. 24.—STATEMENT of British and Foreign Vessels cleared of Quebec, Montreal, Amherst, New

| PORT OF QUEBEC.                   |               |         |        |          |        |       |
|-----------------------------------|---------------|---------|--------|----------|--------|-------|
| Countries for which they cleared. | With Cargoes. |         |        |          |        |       |
|                                   | BRITISH.      |         |        | FOREIGN. |        |       |
|                                   | No.           | Tons.   | Men.   | No.      | Tons.  | Men.  |
| United Kingdom.....               | 783           | 442,898 | 13,866 | 119      | 62,147 | 1,741 |
| United States.....                | 6             | 1,141   | 39     | 2        | 450    | 15    |
| France.....                       |               |         |        | 1        | 321    | 13    |
| Austria.....                      | 1             | 386     | 14     |          |        |       |
| Nova Scotia.....                  | 14            | 1,181   | 61     | 1        | 143    | 5     |
| New Brunswick.....                | 85            | 5,632   | 475    |          |        |       |
| Newfoundland.....                 | 42            | 3,302   | 190    |          |        |       |
| Prince Edward Island.....         | 1             | 76      | 5      |          |        |       |
| Total.....                        | 932           | 454,616 | 14,650 | 123      | 63,061 | 1,774 |
| In ballast { United States.....   | 1             | 17      | 3      | 2        | 906    | 78    |
| { New Brunswick.....              |               |         |        |          |        |       |
| Total.....                        | 933           | 454,633 | 14,653 | 125      | 63,967 | 1,852 |

| PORT OF MONTREAL.                 |               |        |       |          |       |      |
|-----------------------------------|---------------|--------|-------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |        |       |          |       |      |
|                                   | BRITISH.      |        |       | FOREIGN. |       |      |
|                                   | No.           | Tons.  | Men.  | No.      | Tons. | Men. |
| United Kingdom.....               | 88            | 53,225 | 2,545 | 2        | 824   | 28   |
| Cuba, (Cardenas).....             | 1             | 438    | 22    |          |       |      |
| Nova Scotia.....                  | 33            | 2,972  | 156   |          |       |      |
| New Brunswick.....                | 9             | 644    | 40    |          |       |      |
| Newfoundland.....                 | 30            | 3,088  | 162   | 1        | 120   | 5    |
| Prince Edward Island.....         | 2             | 170    | 8     |          |       |      |
| Lower Ports—Canada.....           | 8             | 469    | 27    |          |       |      |
| Total.....                        | 171           | 61,006 | 2,960 | 3        | 944   | 33   |

| PORT OF AMHERST, C. E.            |               |       |      |          |       |      |
|-----------------------------------|---------------|-------|------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |       |      |          |       |      |
|                                   | BRITISH.      |       |      | FOREIGN. |       |      |
|                                   | No.           | Tons. | Men. | No.      | Tons. | Men. |
| United States.....                | 5             | 249   | 26   | 37       | 2,317 | 205  |
| Nova Scotia.....                  | 120           | 3,858 | 716  |          |       |      |
| New Brunswick.....                | 10            | 557   | 59   |          |       |      |
| Prince Edward Island.....         | 16            | 455   | 71   | 1        | 126   | 10   |
| Total.....                        | 151           | 5,119 | 872  | 38       | 2,443 | 215  |

Outwards, for sea and seaward, during the year 1858, from the Ports Carlisle, Gaspé, Rimouski and Isle Verte.

| PORT OF NEW CARLISLE.             |               |       |      |          |       |      |
|-----------------------------------|---------------|-------|------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |       |      |          |       |      |
|                                   | BRITISH.      |       |      | FOREIGN. |       |      |
|                                   | No.           | Tons. | Men. | No.      | Tons. | Men. |
| United Kingdom.....               | 14            | 3,321 | 134  | 1        | 401   | 13   |
| United States.....                | 3             | 249   | 17   | 3        | 580   | 26   |
| Portugal.....                     | 1             | 73    | 7    |          |       |      |
| Spain.....                        | 2             | 182   | 15   |          |       |      |
| Naples.....                       | 3             | 606   | 34   |          |       |      |
| South America.....                | 5             | 1,216 | 59   |          |       |      |
| Nova Scotia.....                  | 13            | 780   | 59   |          |       |      |
| New Brunswick.....                | 11            | 926   | 100  |          |       |      |
| Newfoundland.....                 | 12            | 911   | 57   |          |       |      |
| Prince Edward Island.....         | 1             | 71    | 5    |          |       |      |
| Hudson's Bay.....                 | 7             | 751   | 54   |          |       |      |
| Total.....                        | 72            | 9,086 | 541  | 4        | 981   | 39   |

| PORT OF GASPÉ.                    |               |       |      |          |       |      |
|-----------------------------------|---------------|-------|------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |       |      |          |       |      |
|                                   | BRITISH.      |       |      | FOREIGN. |       |      |
|                                   | No.           | Tons. | Men. | No.      | Tons. | Men. |
| United Kingdom.....               | 9             | 3,074 | 115  | 1        | 245   | 7    |
| United States.....                |               |       |      |          |       |      |
| Italy.....                        | 15            | 1,562 | 108  |          |       |      |
| Spain.....                        | 7             | 517   | 44   |          |       |      |
| Nova Scotia.....                  | 5             | 244   | 20   |          |       |      |
| New Brunswick.....                | 1             | 119   | 7    |          |       |      |
| Prince Edward Island.....         | 4             | 212   | 17   |          |       |      |
| Total.....                        | 41            | 5,728 | 311  | 1        | 245   | 7    |

| PORT OF RIMOUSKI.                 |               |       |      |          |       |      |
|-----------------------------------|---------------|-------|------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |       |      |          |       |      |
|                                   | BRITISH.      |       |      | FOREIGN. |       |      |
|                                   | No.           | Tons. | Men. | No.      | Tons. | Men. |
| United Kingdom.....               | 3             | 2,381 | 61   | 3        | 3,213 | 68   |
| United States.....                |               |       |      | 5        | 1,974 | 55   |
| Norway.....                       |               |       |      | 1        | 860   | 22   |
| Russia.....                       |               |       |      |          |       |      |
| Total.....                        | 3             | 2,381 | 61   | 9        | 6,047 | 145  |

| PORT OF ISLE VERTE.               |               |       |      |          |       |      |
|-----------------------------------|---------------|-------|------|----------|-------|------|
| Countries for which they cleared. | With Cargoes. |       |      |          |       |      |
|                                   | BRITISH.      |       |      | FOREIGN. |       |      |
|                                   | No.           | Tons. | Men. | No.      | Tons. | Men. |
| United Kingdom.....               | 1             | 950   | 25   | 7        | 3,380 | 104  |
| Newfoundland.....                 | 1             | 40    | 10   |          |       |      |
| Total.....                        | 2             | 990   | 35   | 7        | 3,380 | 104  |



No. 25.—SHIPS INWARDS.—STATEMENT of the Number of Vessels entered Inwards from Sea, at the undermentioned Ports, shewing their Tonnage, number of Men employed, and the Countries whence they came, during the year 1858, and the two preceding years.

| PORTS.            | TOTAL. |         |        | Great Britain. |         | British Colonies. |        | United States. |        | Other Foreign Countries. |         |
|-------------------|--------|---------|--------|----------------|---------|-------------------|--------|----------------|--------|--------------------------|---------|
|                   | No.    | Tons.   | Men.   | No.            | Tons.   | No.               | Tons.  | No.            | Tons.  | No.                      | Tons.   |
| Quebec.....       | 1,007  | 501,653 | 16,456 | 686            | 408,085 | 161               | 24,085 | 13             | 5,526  | 147                      | 63,957  |
| Montreal.....     | 191    | 70,183  | 3,226  | 93             | 56,637  | 82                | 9,505  | 2              | 258    | 14                       | 3,753   |
| Amherst.....      | 252    | 11,067  | 1,338  | 2              | 155     | 202               | 7,927  | 43             | 2,812  | 5                        | 173     |
| New Carlisle..... | 121    | 12,295  | 763    | 16             | 3,113   | 94                | 7,119  | 5              | 748    | 6                        | 1,315   |
| Gaspé.....        | 65     | 5,817   | 405    | 15             | 2,050   | 36                | 2,479  | .....          | .....  | 14                       | 1,288   |
| Rimouski.....     | 12     | 8,428   | 210    | 3              | 2,381   | .....             | .....  | 3              | 3,213  | 6                        | 2,834   |
| Isle Verte.....   | 9      | 4,370   | 139    | 5              | 3,030   | 1                 | 40     | .....          | .....  | 3                        | 1,300   |
| Total 1858.....   | 1,657  | 613,813 | 22,537 | 820            | 475,451 | 576               | 51,155 | 66             | 12,557 | 195                      | 74,650  |
| 1857.....         | 2,047  | 748,425 | 30,490 | 896            | 477,263 | 491               | 63,237 | 348            | 88,902 | 312                      | 119,023 |
| 1856.....         | 1,494  | 550,573 | 18,976 | 641            | 358,526 | 508               | 47,196 | 71             | 32,849 | 274                      | 112,022 |

No. 26.—SHIPS OUTWARDS.—STATEMENT of the Number of Vessels entered Outwards for Sea, at the under-mentioned Ports, shewing their Tonnage, number of Men employed, and to what Country cleared, for the year 1858, and the two preceding years.

| PORTS.                 | T O T A L . |         |        | Great Britain. |         | British Colonies. |        | United States. |        | Other Foreign Countries. |       |
|------------------------|-------------|---------|--------|----------------|---------|-------------------|--------|----------------|--------|--------------------------|-------|
|                        | No.         | Tons.   | Men.   | No.            | Tons.   | No.               | Tons.  | No.            | Tons.  | No.                      | Tons. |
| Quebec . . . . .       | 1,058       | 518,600 | 16,505 | 902            | 505,045 | 144               | 10,351 | 10             | 2,497  | 2                        | 707   |
| Montreal . . . . .     | 196         | 71,148  | 3,301  | 90             | 54,049  | 105               | 16,661 | .....          | .....  | 1                        | 438   |
| Amherst . . . . .      | 240         | 10,413  | 1,353  | .....          | .....   | 198               | 7,847  | 42             | 2,566  | .....                    | ..... |
| New Carlisle . . . . . | 99          | 12,722  | 850    | 15             | 3,722   | 67                | 6,100  | 6              | 829    | 11                       | 2,071 |
| Gaspé . . . . .        | 48          | 6,365   | 351    | 9              | 3,074   | 16                | 967    | 1              | 245    | 22                       | 2,079 |
| Rimouski . . . . .     | 12          | 8,428   | 206    | 3              | 2,381   | .....             | .....  | 3              | 3,213  | 6                        | 2,834 |
| Isle Verte . . . . .   | 9           | 4,370   | 139    | 8              | 4,330   | 1                 | 40     | .....          | .....  | .....                    | ..... |
| Total 1858 . . . . .   | 1,662       | 632,046 | 22,705 | 1,027          | 572,601 | 531               | 41,966 | 62             | 9,350  | 42                       | 8,129 |
| 1857 . . . . .         | 1,848       | 731,367 | 23,541 | 1,317          | 683,681 | 429               | 28,513 | 67             | 13,479 | 35                       | 5,694 |
| 1856 . . . . .         | 1,532       | 573,648 | 19,880 | 1,004          | 536,303 | 450               | 28,623 | 37             | 3,575  | 41                       | 5,147 |



No. 28.—STATEMENT of the Canadian and American Tonnage, Inwards and Outwards, at the undermentioned Ports, shewing the intercourse (exclusive of ferrage) by Inland Navigation between Canada and the United States, during the year 1858.

| P O R T S .                           | I N W A R D S .  |                  |                   |                |                  |                   | O U T W A R D S . |                  |                   |                |              |                  |  |  |
|---------------------------------------|------------------|------------------|-------------------|----------------|------------------|-------------------|-------------------|------------------|-------------------|----------------|--------------|------------------|--|--|
|                                       | Canadian.        |                  |                   | American.      |                  |                   | Canadian.         |                  |                   | American.      |              |                  |  |  |
|                                       | No.              | Tons.            | Sail.             | No.            | Tons.            | Sail.             | No.               | Tons.            | Sail.             | No.            | Tons.        | Sail.            |  |  |
| Amherst .....                         | 15               | 4,264            | 42                | 2,473          | 202              | 7,970             | 276               | 68,012           | 38                | 2,443          | 147          | 14,492           |  |  |
| Amherstburgh .....                    | 4                | 482              | 147               | 14,492         | 41               | 4,604             | 15                | 4,261            | 147               | 14,492         | 1            | 141              |  |  |
| Bath .....                            | 2                | 579              | 8                 | 1,561          | 18               | 1,524             | 4                 | 579              | 8                 | 1,561          | 1            | 141              |  |  |
| Bayfield .....                        | 43               | 8,555            | 64                | 6,980          | 31               | 10,832            | 3                 | 432              | 66                | 5,654          | 8            | 5,654            |  |  |
| Belleville .....                      | 152              | 42,689           | 348               | 284,295        | 16               | 88                | 37                | 7,811            | 11                | 300            | 11           | 300              |  |  |
| Brighton .....                        | 5                | 964              | 27                | 2,970          | 149              | 20,347            | 1                 | 400              | 153               | 24,419         | 153          | 24,419           |  |  |
| Brockville .....                      | 12               | 960              | 100               | 6,000          | 12               | 960               | 5                 | 964              | 55                | 14,307         | 65           | 7,120            |  |  |
| Burwell .....                         | 8                | 1,443            | 67                | 7,891          | 8                | 1,055             | 2                 | 143              | 145               | 23,904         | 65           | 7,120            |  |  |
| Bytown .....                          | 2                | 1,560            | 145               | 23,904         | 2                | 1,560             | 2                 | 1,560            | 145               | 23,904         | 2            | 1,560            |  |  |
| Chippawa .....                        | 52               | 1,560            | 227               | 16,664         | 88               | 8,805             | 52                | 1,560            | 226               | 16,590         | 16           | 1,306            |  |  |
| Charenceville .....                   | 99               | 38,194           | 45                | 2,250          | 43               | 5,940             | 99                | 38,194           | 45                | 2,250          | 22           | 4,005            |  |  |
| Cobourg .....                         | 4                | 1,000            | 32                | 10,053         | 7                | 1,611             | 4                 | 1,000            | 32                | 10,053         | 36           | 4,334            |  |  |
| Collborne .....                       | 3                | 885              | 6                 | 7,439          | 3                | 885               | 4                 | 1,000            | 6                 | 54,215         | 2            | 542              |  |  |
| Collingswood .....                    | 98               | 12,051           | 76                | 55,463         | 4                | 1,000             | 4                 | 1,000            | 74                | 54,215         | 6            | 1,967            |  |  |
| Corwall .....                         | 4                | 150              | 3                 | 40             | 4                | 150               | 4                 | 150              | 3                 | 40             | 3            | 160              |  |  |
| Coteau-du-Lac .....                   | 31               | 1,967            | 1                 | 83             | 32               | 2,385             | 31                | 1,967            | 1                 | 83             | 32           | 2,385            |  |  |
| Cramathe .....                        | 22               | 6,037            | 16                | 2,626          | 16               | 2,626             | 12                | 3,676            | 16                | 2,626          | 5            | 761              |  |  |
| Credit .....                          | 6                | 1,124            | 74                | 11,843         | 46               | 8,457             | 13                | 2,086            | 14                | 3,044          | 14           | 3,044            |  |  |
| Dalhousie .....                       | 46               | 15,401           | 19                | 1,522          | 17               | 1,384             | 46                | 15,401           | 17                | 1,384          | 26           | 3,917            |  |  |
| Darlington .....                      | 14               | 2,392            | 33                | 4,838          | 18               | 14,293            | 14                | 2,392            | 33                | 4,838          | 26           | 3,917            |  |  |
| Dover .....                           | 1                | 126              | 3                 | 603            | 22               | 2,711             | 1                 | 126              | 3                 | 603            | 3            | 603              |  |  |
| Dundas .....                          | 1                | 150              | 467               | 295,700        | 1                | 150               | 1                 | 150              | 467               | 295,700        | 37           | 3,460            |  |  |
| Fort Erie .....                       | 11               | 1,646            | 40                | 411            | 57               | 703               | 11                | 1,646            | 40                | 411            | 21           | 219              |  |  |
| Gananoque .....                       | 106              | 8,586            | 19                | 1,432          | 106              | 8,586             | 106               | 8,586            | 19                | 1,432          | 1            | 245              |  |  |
| Georgieville .....                    | 55               | 3,568            | 55                | 3,568          | 51               | 8,201             | 55                | 3,568            | 51                | 8,201          | 19           | 1,452            |  |  |
| Goditch .....                         | 78               | 20,360           | 61                | 1,321          | 155              | 17,627            | 73                | 19,071           | 155               | 17,627         | 31           | 4,867            |  |  |
| Hamilton .....                        | 117              | 45,290           | 142               | 12,733         | 24               | 3,041             | 77                | 21,400           | 155               | 14,120         | 21           | 2,395            |  |  |
| Hope .....                            | 769              | 147,438          | 187               | 32,823         | 117              | 26,817            | 769               | 147,438          | 187               | 32,823         | 117          | 26,817           |  |  |
| Kingsville .....                      | 2                | 520              | 25                | 333            | 25               | 333               | 2                 | 520              | 25                | 333            | 23           | 571              |  |  |
| Lacolle .....                         |                  |                  |                   |                |                  |                   |                   |                  |                   |                | 8            | 377              |  |  |
| Matland .....                         |                  |                  |                   |                |                  |                   |                   |                  |                   |                | 4            | 652              |  |  |
| Millford .....                        | 219              | 25,079           | 30                | 6,954          | 43               | 2,414             | 219               | 25,079           | 30                | 6,954          | 20           | 5,648            |  |  |
| Montréal .....                        | 186              | 9,074            | 1                 | 116            | 186              | 9,074             | 186               | 9,074            | 1                 | 116            | 1            | 116              |  |  |
| Morrison .....                        | 17               | 3,573            | 85                | 4,559          | 5                | 1,035             | 17                | 3,573            | 85                | 4,559          | 82           | 4,280            |  |  |
| New Carleton .....                    |                  |                  | 2                 | 490            | 2                | 490               | 2                 | 490              | 2                 | 490            | 2            | 560              |  |  |
| <b>Total</b> .....                    | <b>4,663</b>     | <b>1,829,275</b> | <b>3,999</b>      | <b>368,423</b> | <b>4,668</b>     | <b>1,933,190</b>  | <b>3,893</b>      | <b>1,184,848</b> | <b>3,863</b>      | <b>361,751</b> | <b>3,735</b> | <b>1,105,482</b> |  |  |
| Newcastle .....                       | 32               | 12,487           | 15                | 937            | 15               | 937               | 8                 | 625              | 15                | 945            | 15           | 945              |  |  |
| Niagara .....                         | 231              | 109,247          | 6                 | 591            | 6                | 591               | 231               | 109,247          | 6                 | 591            | 16           | 242              |  |  |
| Orillia .....                         | 22               | 6,650            | 26                | 3,777          | 28               | 3,810             | 14                | 4,100            | 28                | 3,810          | 16           | 242              |  |  |
| Oshawa .....                          | 24               | 9,503            | 9                 | 856            | 9                | 856               | 24                | 9,503            | 9                 | 856            | 4            | 213              |  |  |
| Owen's Sound .....                    |                  |                  | 6                 | 353            | 6                | 353               |                   |                  | 6                 | 174            |              |                  |  |  |
| Penetanguishene .....                 |                  |                  | 1                 | 30             | 1                | 30                |                   |                  | 1                 | 30             |              |                  |  |  |
| Philipsburgh .....                    | 23               | 3,010            | 21                | 1,553          | 173              | 11,035            | 23                | 3,010            | 23                | 1,508          | 108          | 3,886            |  |  |
| Pictou .....                          | 48               | 10,299           | 40                | 2,262          | 6                | 800               | 42                | 8,819            | 32                | 1,910          | 3            | 271              |  |  |
| Prescott .....                        | 473              | 535,642          | 51                | 805            | 145              | 6,868             | 175               | 5,280            | 35                | 296            | 48           | 275              |  |  |
| Quebec .....                          |                  |                  | 6                 | 2,290          | 3                | 1,655             | 3                 | 1,224            | 6                 | 1,141          | 2            | 450              |  |  |
| Queenston .....                       | 3                | 1,224            | 6                 | 537            | 3                | 3,213             | 3                 | 1,224            | 6                 | 537            | 3            | 3,213            |  |  |
| Rimouski .....                        |                  |                  | 3                 | 2,381          | 3                | 2,313             |                   |                  | 3                 | 2,381          | 3            | 3,213            |  |  |
| Rowan .....                           |                  |                  | 66                | 5,933          | 42               | 4,610             | 58                | 5,127            | 44                | 4,940          | 44           | 4,940            |  |  |
| Sarnia .....                          | 50               | 13,000           | 51                | 7,283          | 17               | 620               | 50                | 13,000           | 51                | 7,283          | 17           | 620              |  |  |
| Sault Ste. Marie .....                |                  |                  | 1                 | 32             | 12               | 1,363             |                   |                  | 17                | 12,855         | 12           | 1,363            |  |  |
| Sruggen .....                         | 23               | 2,369            | 16                | 491            | 25               | 2,569             | 23                | 2,369            | 16                | 491            | 100          | 18,463           |  |  |
| St. Johns .....                       | 61               | 1,806            | 593               | 40,500         | 310              | 14,837            | 59                | 17,58            | 541               | 40,999         | 379          | 18,463           |  |  |
| St. Regis .....                       |                  |                  | 80                | 8,020          | 66               | 7,831             | 80                | 8,020            | 66                | 7,831          | 63           | 7,115            |  |  |
| Stanley .....                         |                  |                  | 27                | 2,608          | 152              | 20,597            | 43                | 4,334            | 65                | 18,780         | 63           | 7,115            |  |  |
| Toronto .....                         | 647              | 242,245          | 325               | 39,946         | 198              | 66,878            | 647               | 242,245          | 325               | 39,946         | 182          | 20,597           |  |  |
| Trenton .....                         | 1                | 120              | 76                | 7,427          | 340              | 75,570            | 1                 | 160              | 96                | 9,112          | 35           | 3,711            |  |  |
| Wallaceburgh .....                    | 15               | 2,089            | 205               | 7,759          | 4                | 469               | 15                | 2,089            | 205               | 7,759          | 185          | 12,517           |  |  |
| Wellington .....                      | 95               | 29,400           | 19                | 996            | 8                | 982               | 95                | 29,400           | 19                | 996            | 8            | 982              |  |  |
| Whitby .....                          | 706              | 420,679          | 210               | 8,190          | 1,023            | 137,410           | 706               | 420,679          | 210               | 8,190          | 146          | 7,088            |  |  |
| <b>Total</b> .....                    | <b>4,663</b>     | <b>1,829,275</b> | <b>3,999</b>      | <b>368,423</b> | <b>4,668</b>     | <b>1,933,190</b>  | <b>3,893</b>      | <b>1,184,848</b> | <b>3,863</b>      | <b>361,751</b> | <b>3,735</b> | <b>1,105,482</b> |  |  |
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| Canadian.                             |                  |                  | American.         |                |                  | Canadian.         |                   |                  | American.         |                |              | Outwards.        |  |  |
| Tons.                                 | Tons.            | Tons.            | Tons.             | Tons.          | Tons.            | Tons.             | Tons.             | Tons.            | Tons.             | Tons.          | Tons.        | Tons.            |  |  |
| 1,829,275                             | 1,933,190        | 368,423          | 1,184,848         | 1,105,482      | 225,777          | 3,762,465         | 620,374           | 2,930,330        | 2,930,330         | 657,628        | 2,930,330    | 657,628          |  |  |
| 2,197,698                             | 2,185,141        | 2,197,698        | 1,546,599         | 1,331,259      | 4,882,859        | 2,877,858         |                   |                  |                   |                |              |                  |  |  |
| I N W A R D S A N D O U T W A R D S . |                  |                  |                   |                |                  |                   |                   |                  |                   |                |              |                  |  |  |
| Canadian Steam .....                  | 3,014,123        |                  | 3,014,123         |                | 3,744,297        |                   |                   |                  |                   |                |              |                  |  |  |
| Canadian Sail .....                   | 730,174          |                  | 730,174           |                | 9,516,400        |                   |                   |                  |                   |                |              |                  |  |  |
| American Steam .....                  | 3,098,672        |                  | 3,098,672         |                | 7,260,697        |                   |                   |                  |                   |                |              |                  |  |  |
| American Sail .....                   | 477,728          |                  | 477,728           |                | 1,245,859        |                   |                   |                  |                   |                |              |                  |  |  |
| <b>Total</b> .....                    | <b>8,506,556</b> |                  | <b>8,506,556</b>  |                | <b>8,506,556</b> |                   |                   |                  |                   |                |              |                  |  |  |

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Tons.

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PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

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**1859.**

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# R E T U R N

To an Address of the Legislative Assembly, dated 14th March, 1859,  
for Statement shewing the Revenue and Expenditure of the Province,  
from 1856 to 1858, inclusive.

By Command.

C. ALLEYN,  
Secretary.

SECRETARY'S OFFICE,  
Toronto, 23rd April, 1859.

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## Appendix (No. 6.)

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# R E T U R N

To an Address of the Legislative Assembly, dated 2nd June, 1858, for  
certain Statements relating to Trade and Emigration in Canada and the  
United States.

By Command.

C. ALLEYN,  
Secretary.

SECRETARY'S OFFICE,  
Toronto, 16th February, 1859.

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

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to their consideration. I refer to the opinion of Sir Richard Bethell and Sir Henry Keating, in July, 1857, in which they state that "the questions of the validity and construction of the Hudson's Bay Company's Charter cannot be considered apart from the enjoyment that has been had under it during nearly two centuries, and the recognition made of the rights of the Company in various Acts both of the Government and the Legislature;" and "that nothing could be more unjust or more opposed to the spirit of our law than to try this Charter as a thing of yesterday upon principles which might be deemed applicable to it, if it had been granted within the last 10 or 20 years."

They then go on to state, that in their opinion the Crown could not now with justice raise the question of the general validity of the Charter, but that on every legal principle the Company's Territorial Ownership of the Lands granted and the rights necessarily incidental thereto, (as for example, the right of excluding from their Territory persons acting in violation of their regulations,) ought to be deemed to be valid.

The Board are aware that it is competent to the Canadian Government to disregard these principles, however just and well founded, but they cannot but lament to see, by a Despatch under date December 22, 1858, and published by the Provincial Legislature, that the Canadian Government should have been invited by Her Majesty's Government to adopt such a policy—a course so opposed to that which was enunciated by Mr. Labouchere in his Despatch to Sir Edmund Head, of the 22nd January, 1858, in which he distinctly states that he did not propose to discuss the question of validity of the claims of this Company over the whole Territory known as Rupert's Land. Her Majesty's Government having come to the conclusion that it would be impossible for them to institute proceedings with a view to raise this question before a legal tribunal, without departing from those principles of equity by which their conduct ought to be guided.

It is to be regretted that delay should arise on the part of the Canadian Government in determining the course which they have thus been invited to take. If such proceedings are ultimately determined upon for the purpose of contesting the validity of the Charter, we shall be prepared to maintain the rights of our proprietors.

With regard to your suggestion that the license should be extended for a period of two years instead of for one year, as before proposed, I beg to state that all the 8th February, 1859. material objections to such a proposal were pointed out in my former Letter with respect to the proposed extension of one year apply equally to an extension for two years. I beg, however, distinctly to state, that in declining to accept a renewal of the license for a period of two years, that refusal in no way proceeds, as you propose to assume, upon a conviction in our minds that injury to the public interest may not be the consequence of the absence of proper measures for maintaining peace and order in the Territories in question; on the contrary, our reason for declining to undertake the preservation of peace upon an extension of the license for the period of two years only arises from our conviction that such an extension would not secure to the Company a continuance of the weight and influence they have hitherto enjoyed, and to enable them to prevent the threatened mischief so short an extension would be considered as evidence of the intention of Her Majesty's Government to determine their privileges altogether at the end of that term, and would deprive them of all moral influence over the parties frequenting those Territories.

We consider that the proposed extension would only give so much more time for excitement and agitation, and would produce a state of things among the unsettled population on the frontier which might with difficulty be controlled by

any subsequent Administration to be established on the removal of the authority of the Company.

In the opinion of the Board there is no alternative between maintaining the present system in its former efficiency, or providing by Legislation a totally different Government which should possess the means of ensuring a proper administration in the Indian Territories.

Should the latter alternative be decided upon, our Board will lend their most zealous assistance towards promoting any measures which may be adopted for the purpose.

I have, &c.,

(Signed,) H. H. BERENS,  
Governor.

The Right Honorable

Sir E. B. LYTTON, Baronet,  
&c., &c., &c.

(Copy.—No. 43.)

DOWNING STREET, 18th March, 1859.

Sir,—With reference to former Correspondence on the subject of the affairs of the Hudson's Bay Company, I have now to inform you that the Governor and Directors have finally declined the proposal made to them by Her Majesty's Government, on public grounds, of an extension of their license for two years (instead of one as originally offered.) The Correspondence shall be transmitted to you by the next mail, as there is not time for the present.

In May next, therefore, the license will expire, and Her Majesty's Government have now under consideration the steps which it may be necessary to take in consequence of that expiration.

You cannot fail to observe that this circumstance renders the disposal of the pending questions relative to the Charter of even more urgent necessity than it was before; the question as to the future management of the license Territories and of the Charter Territories being so closely connected, it becomes even more essential that I should have the immediate answer of Your Government, whether it is their intention or not to try the validity of the Charter by *scire facias*, and if such is their intention, whether they will at once either send a Delegate, or in any other manner initiate the necessary proceedings.

I have, &c.,

(Signed,) E. B. LYTTON.

The Right Honorable

Sir E. HEAD, Baronet,  
&c., &c., &c.

(Copy.—No. 44.)

GOVERNMENT HOUSE,

Toronto, April 4, 1859.

Sir,—I regret very much that I have not been able before this, to send any definite reply to your Despatches, (the dates and numbers of which are marked on the margin,) relating to the Charter of the Hudson's Bay Company.

No. 102.—22nd December, 1858.  
 No. 25.—11th February, 1859.  
 No. 37.—10th March, 1859.  
 No. 43.—18th March, 1859.

The first of these Despatches was laid before my Council on the 11th January, and I have repeatedly pressed the Members of that Body for their formal opinion on this important matter. They have frequently discussed the subject, and I fully admit that it is one which requires careful consideration.

I am now, for the first time, able to inform you, that the Executive Council will not advise steps to be taken for testing the validity of the Charter by *scire facias*, but they are strongly of opinion that it is most desirable on all accounts that the boundaries of Canada should be accurately and speedily defined.

It is probable that Hudson's Bay Territory will again form the subject of discussion by the Provincial Parliament in the course of the present Session.

I have, &amp;c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir E. B. LYTTON, Baronet,  
 &c., &c., &c.

(Copy.—No. 106.)

GOVERNMENT HOUSE,

Toronto, August 16, 1858.

Sir,—I have the honor to enclose a Joint Address from the Legislative Council and Assembly of Canada, to Her Majesty the Queen, on the subject of the Territory of the Hudson's Bay Company, which I request may be laid at the foot of the Throne.

I have, &amp;c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir E. B. LYTTON, Baronet,  
 &c., &c., &c.

(Copy.—No. 38.)

DOWNING STREET, 11th August, 1858.

Sir,—I transmit for your information, the Copy of an Act of Parliament which received the assent of Her Majesty just before the termination of the late Session,

20 & 22 V.c. cap. 69. intituled, "An Act to provide for the Government of British Columbia."

Her Majesty will be advised to issue with the least possible delay, a Commission to Mr. Douglas, now Governor of Vancouver's Island, authorizing him to make laws for the new Colony, for the present, by proclamation.

But he will be informed that this unusual power is only confided to him to meet the very extraordinary circumstances of the case; and that it is the wish and direction of Her Majesty's Government, that he proceed with the least possible delay to the establishment of free Institutions.

Her Majesty has also been advised to revoke the license now enjoyed by the Hudson's Bay Company for exclusive trade with the Indians, so far as regards British Columbia, (which is not within the alleged limits of their Charter.) As soon therefore, as the instrument of revocation reaches that Colony, all monopoly of the Hudson's Bay Company therein will cease.

I have, &c.,

(Signed,) E. B. LYTTON.

Governor,

The Right Honorable

Sir EDMUND HEAD, Baronet,  
&c., &c., &c.

(Copy.—No. 117.)

QUEBEC, September 9, 1858.

Sir,—I have the honor to enclose a Copy of a Minute of the Executive Council of Canada, approved by myself this day, respecting the Joint Address of both Houses of the Provincial Legislature, on the Subject of the Hudson's Bay Territory, and the questions connected therewith.

I fully concur with my Council in the importance of this matter, and would press its consideration on Her Majesty's Government.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir E. B. LYTTON, Baronet,  
&c., &c., &c.

(Copy.—No. 79.)

DOWNING STREET, 26th October, 1858.

Sir,—I have to acknowledge the receipt of your Despatch No. 117, of the 9th September, enclosing the Copy of a Minute of the Executive Council of Canada, respecting the Joint Address of the Provincial Legislature, relative to the Hudson's Bay Territory, and the questions connected therewith.

This important Subject will not fail to receive the careful consideration of Her Majesty's Government.

I have, &c.,

(Signed,) E. B. LYTTON.

Governor, Sir EDMUND HEAD,  
&c., &c., &c.

(Copy.—No. 102.)

DOWNING STREET, 22nd December, 1858.

Sir,—I duly received your Despatch No. 106, of the 16th August last, and laid before the Queen the Joint Address to Her Majesty, which accompanied it from the Legislative Council and Assembly of Canada, relative to the Territory of the Hudson's Bay Company.

The Subject of this Address has occupied my careful consideration, and I Company, 12th October, 1858. transmit to you the Copies of a Correspondence Company's Office, 3rd November. respecting it, which has taken place between the Company, 10th November. Company and this Department.

From this Correspondence you will perceive that the Hudson's Bay Company decline to be consenting parties to a reference of questions respecting the validity or extent of their Charter to the Judicial Committee of the Privy Council, and under these circumstances, the Law Advisers of the Crown whom I have consulted Law Officers, 10th December, 1858. in the matter, have stated in an opinion, of which I forward a copy, that the only course open for the determination of these questions is by writ of *scire facias* brought to repeal the Charter.

I have, therefore, to request, that you will submit the accompanying papers to your Government, and invite them to take steps to obtain the writ in accordance with the suggestion of the Law Advisers; and that you will inform me as soon as practicable, of the course which the Government of Canada may resolve to adopt in this matter.

Parliament will doubtless meet in the first week of February, and I need not say how desirable it would be if Her Majesty's Government could then be prepared to notify the decision of Canada.

I have, &c.,

(Signed,) E. B. LYTTON.

Governor, The Right Honorable  
Sir E. HEAD, Baronet,  
&c., &c., &c.

**Mr. Berens, to Sir E. B. Lytton.**

(Copy.)

HUDSON'S BAY HOUSE,  
12th October, 1858.

Sir,—With reference to a Communication addressed to me under date the 3rd ultimo, the receipt of which I had the honor to acknowledge on the 7th of that



month, I beg now to state, that this Company can only re-assert their right to the privileges granted to them by their Charter of Incorporation, the extent and nature of which they have already fully explained in the papers which will be found amongst those printed by Order of Parliament. I refer particularly to a Letter addressed by Sir J. Henry Pelly to Earl Grey, dated 13th September, 1849, enclosing a paper entitled, "Statement of the Rights as to Territory, Trade, Taxation, and Government, claimed and exercised by the Hudson's Bay Company, on the Continent of North America," and marked No. 2, among the papers on the affairs of the Hudson's Bay Company, printed by Order of the House of Commons, on the 12th of July, 1850.

This Company cannot therefore be a consenting party to any proceeding which is to call in question rights so long established and recognized, but they will of course be prepared to protect themselves against any attempt that may be made on the part of the Canadian Authorities to deprive them without compensation of any portion of the Territory they have so long been in possession of.

I have, &c.,

(Signed,) H. H. BERENS,  
Deputy Governor.

The Right Honorable  
Sir E. BULWER LYTON, Baronet,  
&c., &c., &c.

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**Lord Carnarvon, to Captain Berens.**

(Copy.)

DOWNING STREET, 3rd November, 1858.

Sir,—I am directed, by Secretary Sir E. B. Lyton, to acknowledge the receipt of your Letter of the 12th October.

Sir E. Lyton will not conceal the disappointment and regret with which he has received that communication, containing, if he understands its tenor correctly, a distinct refusal on the part of the Hudson's Bay Company, to entertain any proposal with a view to adjusting the conflicting claims of Great Britain, of Canada, and of the Company, or to join with Her Majesty's Government in affording reasonable facilities for the settlement of the questions in which Imperial no less than Colonial interests are involved.

It is Sir E. Lyton's anxious desire to come to some equitable and conciliatory arrangement by which all legitimate claims of the Hudson's Bay Company should be fairly considered with reference to the Territories or the privileges they may be required to surrender; but if the decision as conveyed in your letter, be regarded as final, all power to facilitate such an arrangement is withdrawn from his hands.

By that decision, Sir E. Lyton sees with regret, that a process of temperate and amicable enquiry and adjudication must be exchanged for a legal conflict, where all parties concerned will be brought into antagonistic and even hostile relations, and where it is manifest that the terms of compensation, compromise, and mutual convenience, which Her Majesty's Government would, under other circumstances, have been able to negotiate, must become far more difficult of attainment, if not actually unattainable.

Unsatisfactory as this result would be, Sir E. Lytton will not feel at liberty to decline it. He desires that the Hudson's Bay Company should distinctly understand, that in his opinion the time for arriving at some authoritative definition of conflicting claims can no longer be postponed with safety, or in justice to public interests; and that both Canada and the British Parliament might justly complain of further and unnecessary delay. But before deciding finally upon the course to be pursued he desires to place once more the question before the Hudson's Bay Company, with a sincere hope that on a further consideration they may see the expediency of modifying the determination which your letter announced.

Where on all sides interests so great and various are concerned, the wisest and most dignified course will be found as Sir E. Lytton has on previous occasions pointed out, in an appeal to, and a decision by, a Judicial Committee of the Privy Council, with the concurrence alike of Canada and of the Hudson's Bay Company.

If the adoption of such a procedure be advantageous to the interests of all parties concerned, Sir Edward cannot but think it would be particularly for the interest of the Hudson's Bay Company.

It would afford a tribunal pre-eminently fitted for the dispassionate consideration of the questions at issue; it would secure a decision which would probably be rather of the nature of an arbitration than of a judgment; and it would furnish a basis of negotiation on which reciprocal concession and the claims for compensation could be most successfully discussed.

In such an event, Sir E. Lytton would be prepared to agree that the Company, if they succeed in maintaining the full rights which they claim, should be indemnified against the costs, and that in any other result, it should be understood that each party should bear its own expenses incident to the proceeding.

It is not for Sir E. Lytton to dictate to the Company the course which they should pursue, but I am to place distinctly before them his own intentions, and to leave them to decide.

If on the one hand, the Company will meet Sir E. Lytton in finding the solution for a recognized difficulty, and will undertake to give all reasonable facilities for trying the validity of their disputed Charter, they may be sure that they will meet with fair and liberal treatment, so far as Her Majesty's Government are concerned; but if on the other hand, the Hudson's Bay Company persist in declining these terms, and can suggest no other practicable mode of agreement, Sir E. Lytton must hold himself acquitted of further responsibility to the interests of the Hudson's Bay Company, and will take the necessary steps for closing a controversy too long open, and for securing a definitive decision which is due to the material development of British North America, and the requirements of an advancing civilization.

It is only fair to add, that in such case the renewal of the exclusive license to trade in any part of the Indian Territory, a renewal which could only be justified to Parliament as part of a general arrangement, adjusted on the principles of mutual concession, must become impossible.

I have, &c.,

(Signed,) CARNARVON.

Captain BERENS.

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**Mr. Berens, to Sir E. B. Lytton.**

(Copy.)

HUDSON'S BAY HOUSE,  
10th November, 1858.

Sir,—I have the honor to acknowledge the receipt of Lord Carnarvon's letter of the 3rd instant, to which I now beg to reply, as I am anxious that the views and intentions of this Company should not be misunderstood.

In the year 1850, a Correspondence passed between the Colonial Office and this Company in reference to the objections raised by certain parties in regard to the validity of the rights claimed by this Company under their Charter, and under date the 24th January, 1850. Mr. B. Howes by desire of Lord Grey, transmitted to Sir H. Pelly, the then Governor of this Company, a Copy of a Letter proposed to be addressed by his Lordship to Mr. Isbister, the person bringing forward the complaints referred to. In answer to that communication, the Secretary of this Company, under date 29th January, 1850, stated that there was nothing in the letter so proposed to be addressed to Mr. Isbister, to which the Directors of the Company had the least objection.

At that period the consent of this Company was not asked, and the Law Officers of the Crown stated as their opinion that the proper mode for raising the question for discussion would be to embody in a Petition to the Queen, any complaints urged against the Company; and they recommended that any such Petition should be referred by Her Majesty to the Judicial Committee of the Privy Council. On that occasion it was distinctly stated that the Petition must be confined to the subject to which the Resolution of the House of Commons of 5th July, 1849, extended,—that subject being an inquiry into the legality of certain powers claimed and exercised by the Hudson's Bay Company, under their Charter, but not questioning the validity of the Charter itself.

No Petition, however, was then presented, and there the matter rested until the year 1857, when a select Committee of the House of Commons was appointed to consider the state of the British Possessions in America, under the Administration of the Hudson's Bay Company, or over which they possessed a "License to trade."

In the month of July, 1857, a communication was made to this Company by Mr. Labouchere, the then Secretary of State for the Colonies, calling the attention of the Company to a Statement received from the Law Officers of the Crown, having reference solely to the question of the geographical extent of the Territory claimed by this Company, as included in the grant by their Charter, recommending that the subject should be referred to the Privy Council, and stating that this could not be done, except by the consent of both parties, namely,—Canada and this Company. In reply to this communication, the Governor of the Company informed Mr. Labouchere, under date 18th July, 1857, that the Directors of this Company would be prepared to recommend to their Shareholders to concur in the course suggested.

The suggestion now made to the Company, as set forth in the Address to Her Majesty from the Canadian Legislature, and to which my letter of the 12th ultimo had reference, is that they should give their consent to an inquiry before the Judicial Committee of the Privy Council, which inquiry is to involve not merely the question of the Geographical Boundary of the Territories claimed by them, but to challenge also the validity of the Charter, and, as a consequence, all the rights and privileges which it professes to grant, and which have been exercised by the Company for a period of nearly 200 years.

If such an inquiry should be gone into in the manner suggested by the Law Officers of the Crown, in 1850, the Company will now, as it was then, be prepared to appear on that inquiry, in support of their rights, but in that event no consent on their part will be necessary, nor, as I have already observed, was any consent asked for or suggested when the former enquiry was contemplated. But if the validity of their Charter itself is to be called in question, the Committee feel that in justice to their Shareholders it would be impossible for them to be consenting parties to proceedings instituted with such an object.

The Company has at all times been willing to entertain any proposal that might be made to them for the surrender of any of their rights or of any portion of their Territory; but it is one thing to consent, for a consideration to be agreed upon, to the surrender of admitted rights, and another to volunteer a consent to an enquiry to call those rights in question.

While, therefore, I and my colleagues, in the Direction of the Hudson's Bay Company, are anxious to do all that we can, consistently with our duty to our Shareholders, to meet the wishes both of Her Majesty's Government and of the Canadian Legislature, we feel that we cannot return any answer to your letter of the 3rd instant, than that which is conveyed by the letter on the same subject, which I had the honor of addressing to you on the 12th ultimo.

I have, &c.,

(Signed,) H. H. BERENS,  
Deputy Governor.

The Right Honorable  
Sir E. B. LYTTON, Baronet,  
&c., &c., &c.

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**The Attorney and Solicitor General, to Sir E. B. Lytton.**

(Copy.)

TEMPLE, 16th December, 1858.

Sir,—We were favored with your commands signified in Mr. Elliot's letter of the 2nd December, instant, in which he stated that with reference to the opinion received from us, dated the 30th October, ultimo, relative to certain questions pending with the Hudson's Bay Company, he was directed by you to transmit to us the accompanying Copies of a Correspondence with that Company, and that we should perceive that the Directors of the Hudson's Bay Company decline to be consenting parties to a reference of the proposed questions respecting the validity and extent of their Charter and respecting the Geographical extent of their Territory, to the Judicial Committee of the Privy Council. Under these circumstances it was understood from our former opinion that no other course remains open for trying those questions than a proceeding by *scire facias*.

Mr. Elliott was also pleased to state that you inferred from the views which have been expressed on the subject by the Government and Parliament of Canada, that the Canadian Government will be prepared, if necessary, to take steps for organizing that mode of procedure.

Mr. Elliot was also pleased to request that we would take these papers into our consideration, and favor you with our opinion whether it will be expedient

to apply to the Government of Canada to take such steps as may be requisite for the purpose of commencing the proceeding by *scire facias*, and, if so, what those steps should be; or if it should be our opinion that there are any difficulties in the way of the commencement of that proceeding by the Government of Canada, that we would advise what steps should be taken in this country for accomplishing the intended object.

In obedience to your commands, we have taken these papers into consideration, and have the honor to report, that the Directors of the Hudson's Bay Company having declined to become parties to the proceeding before the Judicial Committee of the Privy Council, to which they were invited, we apprehend that the only course open for the determination of the questions arising on their Charter, is by a *scire facias* brought to repeal the Charter, as suggested in our Report of the 30th October ultimo.

This proceeding may be instituted by the Canadian Government in the name of any individual subject of Her Majesty, and we apprehend it will now be proper to ascertain from the Canadian Government whether they are willing and ready to commence such proceeding.

If the Canadian Government think fit to proceed by *scire facias*, and to authorize some Agent in this Country to apply for the writ, there will be no difficulty in obtaining the writ; but we think, that in the first instance, all necessary steps should be taken with the aid of their own legal advisers, by the Canadian Government.

We have, &c.,

(Signed,) FITZROY KELLY,  
“ H. H. CAIRNS.

Sir E. B. LYTTON,  
&c., &c., &c.

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**The Earl of Carnarvon, to Mr. Berens.**

(Copy.)

DOWNING STREET, 28th January, 1859.

Sir,—With reference to former Correspondence on the pending questions between Her Majesty's Government and the Hudson's Bay Company, I am directed by Secretary Sir E. Bulwer Lytton, to request you will inform the Directors of the Hudson's Bay Company, that Her Majesty's Government, after the maturest consideration, are not prepared to grant to the Company a renewal for a term of years of the license of exclusive trade which they now enjoy over the Territories of North-Western America, but which is not claimed under their Charter, and not included in British Columbia.

At the same time, regard being had to the proximity of the period at which the present license will expire, namely, in May next, and the injury to the public interest in the regions comprised in the license which might in the present state of things arise from its termination at that date, Her Majesty's Government are

willing to grant the Hudson's Bay Company a fresh license for one year, to commence from the expiration of the present license.

I am, &c.,

(Signed,) CARNARVON.

H. BERENS, Esquire.

(Copy.—Canada.—No. 37.)

DOWNING STREET, 10th March, 1859.

Sir.—With reference to former Correspondence on the subject of the affairs of the Hudson's Bay Company, I now transmit to you Copy of a Correspondence which has taken place between this Department and the Governor and Committee of that Company, on the subject of the approaching expiration of their trading license on North-Western America. You will observe, that as that license expires in May next, Her Majesty's Government could not avoid entertaining the question, although they would have preferred waiting for the decision of the Canadian Government as to trying the validity of the Charter, in order that the whole subject might be disposed of together.

With respect to this latter question, it is impossible for Her Majesty's Government to allow the present Session of Parliament to pass by without endeavouring to use it for the settlement of pending questions. I have therefore, to add, that unless I receive by the first of May next, the decision of the Canadian Government and Legislature, whether they will or will not contest the validity of the Charter, Her Majesty's Government must proceed, though with reluctance, to take such steps as to the Charter Territory, whether in the way of negotiation, legislation, or legal proceedings, as they may be advised. Ample care will however, in any case, to reserve and protect whatever claims of right Canada may hereafter establish.

I have, &c.,

(Signed,) E. B. LYTTON.

The Right Honorable  
Sir EDMUND HEAD, Baronet,  
&c., &c., &c.

**Mr. Berens, to Sir E. B. Lytton.**

(Copy.)

HUDSON'S BAY HOUSE,  
London, February 2nd, 1859.

Sir,—I have the honor to acknowledge the receipt of the Earl of Carnarvon's letter of the 28th ultimo, informing me that Her Majesty's Government are not prepared to grant to this Company a renewal, for a term of years, of the license of exclusive trade over the Indian Territory, but that they are prepared to grant a fresh license for one year commencing from the expiry of the present license.

The subject being one of deep importance, and requiring the consideration of the full Board, the Directors now in London feel that in the absence of the Deputy Governor, who is in Scotland, but who is expected to arrive in London to-morrow, they ought to postpone coming to a decision until they have been able to consult with him. I have, however, called a special meeting of the Committee for Friday next, when the subject will be fully considered, and on Saturday, I hope to have the honor of transmitting to you the result of their deliberations.

I have, &c.,

(Signed,) H. H. BERENS,  
Governor.

The Right Honorable  
Sir E. B. LYTTON, Baronet,  
&c., &c., &c.

(Copy.—Canada.—No. 25.)

DOWNING STREET, 11th February, 1859.

Sir,—In the course of the interview which passed between Messieurs Cartier, Ross, and Galt, and myself, during the visit of those Gentlemen to this Country in October last, I understood from them that it was the intention of the Government of Canada to undertake legal proceedings in this Country against the Hudson's Bay Company, if that Company should refuse to allow the validity of their Charter to be tested by agreement before the Judicial Committee of the Privy Council.

It was in consequence of this understanding that I addressed to you my Despatch of the 22nd December last, informing you of their refusal.

It was my hope that I should receive an answer to that Despatch, expressing in definitive terms, the resolution arrived at by the Canadian Government, before the meeting of the Imperial Parliament, and it now becomes necessary that I should press on you the importance of my receiving such an answer immediately, in order that Her Majesty's Government may determine on the course to be taken by themselves.

I have, &c.,

(Signed,) E. B. LYTTON.

The Right Honorable  
Sir E. HEAD, Baronet,  
&c., &c., &c.

**Mr. Berens, to Sir E. Lytton.**

(Copy.)

HUDSON'S BAY HOUSE,  
London, 8th February, 1859.

Sir,—With reference to my letter of the 2nd instant, I have now the honor to inform you that I have this day laid before the Board of Directors of the Hud-

son's Bay Company, the Letter addressed to me by Lord Carnarvon on the 28th ultimo. His Lordship, by your directions, therein informs me, that Her Majesty's Government are not prepared to grant to the Company a renewal of the license under the Act of 1st & 2nd Geo. IV, cap. 66. But regard being had to the expiration of the present license in May next, and the injury to the public interests in the region comprised in the license which might in the present state of things arise from its termination at that date, Her Majesty's Government are willing to grant to the Hudson's Bay Company a fresh license for one year, to commence from the expiry of the present license.

The Board direct me respectfully to decline that offer. The acceptance on their part of the license for any period of shorter duration than that which has been usually granted since the passing of the Act above mentioned, would, in their opinion, only further increase the inconveniencies resulting from the state of suspense in which the question has been kept for the last two years; so far from strengthening it would paralyze their authority even within their own Territory, from the impression it would create of the approaching termination of that authority. They do not require, and never have applied for the license for the purposes of their trade. The Act passed at their suggestion in 1821 was intended for the preservation and maintenance of peace and order in the whole of the Indian Territories. These had been grievously compromised by conflicts of the servants of rival Traders, whose interests were about that time united; no means are provided in the Act for the enforcement of its provisions, so as to give additional provision to the trade. The intelligence of the renewal of the licenses for a year would not even reach a large portion of the posts of the Company before that period had expired.

The Board beg respectfully again to bring under your review the whole of the correspondence and proceedings which have had reference to this subject since their first application, dated December 22nd, 1856, for a renewal of the license.

In consequence of that application, and of the approaching period of the expiration of the existing license, the late Secretary of State for the Colonies, Mr. Labouchere, referred the matter to the consideration of a Committee of the House of Commons. Much evidence was taken before that Committee. The Board, through the medium of their late Chairman, Mr. Shepherd, communicated fully their opinions and intentions with respect to the past and future interests of the Hudson's Bay Company, in a letter to Mr. Labouchere, dated the 18th July, 1857, which was laid before that Committee. For fear that that letter may have escaped your recollection, they think it essential at this moment, to transmit a copy of it for your information; no change has taken place in the situation of the Company, nor in any circumstances connected with their affairs, to induce the Directors to change in any respect the course which they have announced to Her Majesty's Government it was their intention to pursue. Nor have they at any time, in any subsequent communication, departed, or intended in any respect to depart, from the principles on which they then intended, and still intend to act.

The Board were then as much aware as they are now of the unpopularity attaching to the existence of the monopoly. That consideration made it more essential that they should weigh with the greatest caution every step in their proceedings which might entail further personal responsibility upon them. No monopoly can be upheld on any ground short of a conviction of its necessity as the best, if not the only means of accomplishing some exceptional object. The Board have therefore entreated that the Government might, in the first instance, decide the question of the maintenance or abolition of the monopoly, either for the present or for any future purposes for which it may be required. If better means can be devised of maintaining order and peace in the Indian Country, and



for the protection of the Indian Tribes from the evils which have hitherto been found inseparable from competition in the trade, as well as for the colonization and agricultural improvement of the Territory, the question of the abolition of the Hudson's Bay Company should only be one of just indemnity to the shareholders for their legal rights and interests.

If, on the other hand, it should be found impossible to devise better means for the Government of the Country, the hands of the Directors should be strengthened to enable them to fulfil the public purposes for which their services have been considered efficient and satisfactory for the last 40 years; any diminution of the confidence and support they have hitherto received from the Government, or even any appearance of it, would weaken their power both with Indians and settlers in the Country. The above course would not be inconsistent with any extension of colonization or settlement which either Her Majesty's Government or the Government of Canada can have in view in that part of Her Majesty's Dominion now possessed or occupied by the Company, or with the accomplishment of all the objects recommended in the Report of the Committee of the House of Commons.

The Board lamented to see, and have hitherto abstained from adverting to some expressions in your Letter of the 3rd November last, imputing to them unreasonable conduct in not accepting some terms of compromise which it is alleged had been offered to them.

In that letter it is stated, "that you entertain an anxious desire to come to some equitable and conciliatory arrangement by which all equitable claims of the Hudson's Bay Company should be fairly considered, in reference to the privileges they may be required to surrender."

Only two propositions have been made to the Board. The first in a Letter from Mr. Merivale, under date the 20th January, 1858, by which it was proposed to refer the question of the Company's boundaries to the Judicial Committee of the Privy Council, but distinctly stating that Her Majesty's Government on public grounds did not consider themselves authorized to raise the question of the validity of the Charter itself, and that if any parties in Canada proposed to take measures for that purpose, Her Majesty's Government must leave them to take that course on their own responsibility. To that proposition the Board gave their unhesitating consent. The other proposition to this Company which was conveyed by your Letter of the 3rd September, 1858, and subsequently by that of the 3rd November following, was to the effect, that this Company should voluntarily concur in some enquiry having for its object to raise the question of the validity of their Charter, and should give facilities for that purpose; thus altogether repudiating the proposition previously received from Her Majesty's Government, and seeking to do the very thing to which on public grounds the Government had previously declined to be a party. This latter proposition therefore the Directors could not, in justice to their constituents, for one moment entertain, and they confidently appeal to all their previous communications with Her Majesty's Government as justifying that refusal.

Both the present Directors and their predecessors in the management of the affairs of the Company, have been advised by Lawyers of the first eminence and authority, that the grant of their Land and Territories by the Crown was indisputable and unavoidable. As Trustees, they should feel as little justified in consenting to a reference of the proprietary rights of their shareholders as in gratuitously disposing of their property. The conviction of the Directors of the firm position on which they stand, has not been shaken by the opinions of the late Attorney and Solicitor General, laid before the Committee.

The Board have heard of no "conciliatory arrangement by which the equitable claims of the Hudson's Bay Company may be fairly considered, in reference to

“the privileges they may be required to surrender.” But the Hudson’s Bay Company have invariably expressed their readiness to comply with the conditions on which the Committee of the House of Commons recommended the renewal of the license.

They are most willing to concede immediately, or gradually, as the case may be wanted, for the purposes of actual settlement, portions of their Territories on the Red River or Saskatchewan, which may be available for cultivation and settlement, on “equitable principles.” They are ready to leave those principles to the decision of Commissioners to be indifferently appointed. They are willing, if it is considered desirable, to remain in temporary possession of those parts of the Territories until adequate arrangements shall be made for their settlement and administration by some other authority, and to concede in the mean time, lands to settlers on such terms as may be recommended by Her Majesty’s Secretary of State, and in any other way to assist Her Majesty’s Government in such ulterior views as they may entertain, whether for the purpose of establishing those Territories as an Independent Colony, or of placing them under the Government of Canada.

The Hudson’s Bay Company have done what was in their power to promote settlement in such parts of their land as appeared to them most suitable for agricultural improvement. They have been careful at the same time not to involve the capital of the share-holders in hopeless speculations of this description. Their principal object has certainly been the Fur Trade of the Country. They made a grant to Lord Selkirk, who established the agricultural settlement of the Red River, and made arrangements with the Paget Sound Company for same purpose on the Territories beyond the Rocky Mountains.

When the disorders and troubles broke out in the Red River Country, which led to the union of the North-West and Hudson’s Bay Companies, and to the passing of the Act under which the license of trade was granted, it was thought better to put an end to separate interests, so that the administration both of colony and trade might be conducted under one authority. The Hudson’s Bay Company then re-purchased the Red River Settlement, and have since endeavoured to encourage and protect settlers in it. But owing to the circumstances of the Country, the inclemency of the climate, the remoteness of markets, and the difficulty of communication, they acknowledged that their efforts have been attended with but little success.

After the notice given to them in your Letter of the 3rd November, of the intention wholly to withdraw the license, the Board had taken measures to adapt the administration of their affairs to the altered circumstances in which they would then be placed. They had decided to diminish their establishments in Canada, and to bring their expenditure within the strict limits required by their trade. Further arrangements of this description will become necessary, if the Colony on the Red River is no longer to be dependent on their ships and means of conveyance for supplies.

If, however, the Secretary of State sees fit to re-consider his decision to withdraw the license, the Board will willingly endeavour to concur in any measures by which the hands of the Government may remain unfettered, with respect to any policy which changes in America might hereafter recommend, and the credit and authority of the Company might at the same time be maintained.

For fear of further misunderstanding on that point, they think it right to protect themselves in a suggestion they would respectfully make to Her Majesty’s Government, from any supposition that they still desired the renewal of the license for the purposes of their trade. It is certainly very essential that there

should be no interval between the cessation of their authority and the substitution of some other to prevent or regulate in as far as that may be possible, the interference of strangers with the Indian Tribes, and the renewal of the disorders for the prevention of which the Act of 1 & 2 Geo. IV, cap. 66, was passed. The suggestion they would submit to your consideration is, that the license might be renewed to the Hudson's Bay Company for the usual period of 21 years, with a reservation of power to the Crown to withdraw it at any time on a notice of two years. They make this suggestion to shew their disposition to assist the Government in the difficulties which they are fully aware beset this question. But the Board direct me to repeat, that they cannot undertake the responsibility of remaining charged with the care of order and peace in the Indian Country, under the temporary grant of a license which would almost carry with it an acknowledgement of the doubts which have been thrown upon their rights, and convey an impression of the weakness and willing submission of the Board to the clamour by which their administration has so unjustly been assailed.

I have, &c.,

(Signed,) T. W. BERENS.

The Right Honorable

Sir E. B. LYTTON, Baronet,  
&c., &c., &c.

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**Letter from the Chairman of the Hudson's Bay Company, to  
the Right Honorable Henry Labouchere, M.P.**

(Copy.)

HUDSON'S BAY HOUSE,

18th July, 1857.

Sir,—I have the honor to acknowledge the receipt of your Letter of the 15th instant, communicating a passage from the statement you have received from the Law Officers of the Crown, in reference to the question of the geographical extent of the Territory granted by the Charter of the Hudson's Bay Company, and suggesting that such question might with great utility, as between the Company and Canada, be made the subject of a *quasi* judicial enquiry, and desiring to be informed whether I think it probable that the Hudson's Bay Company would consent to appear before the Judicial Committee of the Privy Council, in the manner and for the purpose suggested.

I have submitted this communication to my colleagues, the Directors of the Hudson's Bay Company, and as we are desirous to throw no obstacle in the way of settlement of the doubts that have been raised by the people of Canada, as to the extent of the Territory to which the Company are entitled under their Charter, we shall be prepared to recommend to our share-holders to concur in the course suggested. At the same time you will not fail to see that other interests than those of the Company may be involved in the enquiry, as there are many persons not now Members of the Company, who have acquired by grants from the Company or otherwise, a title to large portions of the land in question.

Assuming, however, that the object of the proposed enquiry is to obtain for Canada land fit for cultivation, and the establishment of agricultural settlers, I would observe, that the Directors are already prepared to recommend to the share-holders of the Company to cede any lands which may be required for that purpose. The terms of such cessions would be a matter of no difficulty between Her Majesty's Government and the Company.

The Board, having in view the present condition of the enquiry before the Committee of the House of Commons, and the agitation which prevails on the question in Canada, are desirous of availing themselves of the opportunity your Letter affords, to state clearly for your information the principles which will guide them in their future proceedings.

The Board will be ready to bow to any decision which Her Majesty's Government may consider it for the public interests to take with regard to the maintenance or abolition of the exceptional rights and trade of the Hudson's Bay Company, relying confidently on the justice of Her Majesty's Government, and of Parliament, for just compensation to the present stock-holders, and a due consideration of the claims of their Factors, Traders, and Servants in the Indian Country, if the time shall have arrived in the opinion of Her Majesty's Government for the abolition of the monopoly.

The present holders of the capital of the Company, 274 in number, are of the usual class of persons holding stock in other Chartered Companies, who have invested their money on the faith of the Company's Charter, and in confidence of the permanent character of their rights and property, and are in general indifferent to any other question in the present discussion than the security of their capital and dividends.

The situation of the Factors, Traders, and Servants of the Company is described in the evidence taken before the Committee. As no change in the condition or settlement of the Country could well be carried into effect without their willing co-operation and assistance, their just claims must be considered in any new arrangements to be submitted to Parliament.

As respects the Board of Directors, of which I have the honor to be Chairman, their situation is peculiar, and their future conduct must be guided by the disposition of Her Majesty's Government to support them in the future administration of their affairs. They have been rewarded so far since the union of the Hudson's Bay and North-West Companies, by the success of their administration, as proved not alone by the results of their Trade, but by the condition in which they will leave, if they now retire, the Government of the whole Indian Territories entrusted to their care, as well as by the express approbation of every succeeding Secretary of State for the Colonies, for the last 37 years.

Looking to the future, they will only consent to undertake the future charge of the Indian Territories, which would devolve upon them on the renewal of the license, on the faith of being firmly supported by Her Majesty's Government, in maintaining their present establishments in full efficiency. It would be inexpedient in their opinion to enter upon a new and further term of their administration, without the fullest and most explicit assurance of that support. The Directors have always considered that the settlement of 1821 was sanctioned by the Government and the Legislature, and the monopoly of the Hudson's Bay Company then re-established and extended, quite as much if not more, as the best instrument the Government could employ for the administration, security, and peace of the Indian Country, as for the advantage of the parties whose interests were united by that settlement. These parties and these interests have been long since replaced by others, and are now represented by the present holders of the stock of the Company.

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We do not consider any further legislative measures necessary at present for the Government of the Indian Territories. The powers under the Charter have hitherto proved sufficient for the ordinary purposes of administration, and the Government have full powers, under the Act of 1821, to appoint Justices, and establish Courts, independent of the Company, when and where they shall think it expedient. All new establishments of this description will create expense which must be paid by this Country or by Canada, as neither the Red River Settlement nor the Indian Country have taxable means for the purpose.

We beg to be allowed to add the expression of our opinion, that in whatever arrangements which may now be made for the future Government of the Country, any mixed authority or combination of Agents appointed to act with those of the Company, will only weaken an administration which it is essential to strengthen in the present state of affairs.

No competent persons would be found to abandon civilized life to accept such situations, with such salary as will be found reasonable; and if they could be found, the probability is that the want of sufficient occupation will soon engage them in antagonistic discussions with one another, not conducive to the general order or cordiality of the small community whose affairs they will be sent to direct.

The Board is willing to remain in the exercise of its present functions, to concur in any arrangements proposed by Government or Parliament, which will not interfere with or obstruct their power of independent management of the concerns of the Company; and to give assistance and support to any Magistrates appointed by the Government in endeavouring to maintain the present undisturbed state of the Indian Territories. But they will decline to undertake a divided administration of carrying on the Government of the Country, under the exceptional circumstances of the case, unless assured of the same cordial and unhesitating support from Her Majesty's Government which they have hitherto enjoyed.

I have, &c.,

(Signed,) JOHN SHEPHERD,  
Governor.

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**Mr. Merivale, to Mr. Berens.**

(Copy.)

DOWNING STREET, 9th March, 1859.

Sir,—I am directed by Secretary Sir E. B. Lytton, to acknowledge your Letter of the 8th February last, conveying on the part of the Directors of the Hudson's Bay Company their refusal to entertain the proposal which he had caused to be submitted to them, that Her Majesty should be advised to renew their license of exclusive trade with the Indians for a year.

Your Letter however goes also at considerable length into a general statement of the present position of the Hudson's Bay Company, and defence of its con-

duct; and it becomes necessary that Sir E. Lytton should enter upon that wider field of discussion, so far at least as may be required in order to justify the proceedings of Her Majesty's Government, before he replies to the more urgent part of your communication.

I am to state at the outset, that Sir E. B. Lytton has received from the Governor of Canada, a Despatch, Copy of which is enclosed, informing him that the Local Government require to consult the Legislature before deciding whether they will, or will not, undertake legal proceedings against the Company.

Sir E. B. Lytton, in regretting this delay, trusts that it will not be much prolonged. It is obviously due to Canada on a matter in which she is so much concerned, to grant a reasonable time for a definite answer from the Province; but as it is also desirable that the whole question regarding the Charter Territories should be settled in the course of the present Session, it is Sir Edward's intention to inform the Governor General of Canada, that if the answer does not arrive by the 1st of May, Her Majesty's Government must feel themselves free to act.

To return to the general subject of your Letter.

The late Government, as your Letter recites, were willing to test before the Judicial Committee, not the existence but the extent of the rights claimed under the Charter. To this proposal the Company assented. But Canada declined to take part in an enquiry so limited. Whatever the original advantages of such a scheme may have been, the refusal of Canada to take part in the proceedings absolutely nullified it. A decision as to the limits of the Charter waiving the question as to its general validity, could, after that refusal, have bound no one except the mere parties to the proceeding, and would have been practically useless.

That refusal was only conveyed to Sir E. B. Lytton by Despatch from Canada of the 16th August last. I am to notice this only to shew that Her Majesty's Government are chargeable with no unnecessary delay, having, notwithstanding the great importance of the subject, allowed as little time as possible to elapse without taking steps in the transaction.

Her Majesty's Government had now to consider what effect they could give to the 13th Resolution of the Committee of the House of Commons, in which, after specifying the principal objects which they thought desirable, added—"How far the chartered rights claimed by the Company may prove an obstacle to their attainment, they are not able with any certainty to say. If this difficulty is to be solved by amicable adjustment, such a course will be best promoted by the Government, after communication with the Company, as well as with the Government of Canada, rather than by detailed suggestions emanating from this Committee."

With the best attention which they could give to this recommendation, Her Majesty's Government could not but see that the fairest and most direct method to accomplish it was to test not the limit, but the validity of the Charter itself; and they were, and remain, of opinion that this was best done by the consent of the three parties concerned.

Sir E. B. Lytton is well aware of the proposals made by the Company in Captain Shepherd's Letter of 18th July, 1857, which are referred to, and a little extended as regards Saskatchewan, in yours, which he is now answering. He must be permitted to say that those proposals, though conceived with the sincerest desire to avoid litigation, by no means met the exigencies of the case.

Those proposals simply were (for the present purpose) to relinquish to Government "land fit for cultivation and the establishment of agricultural settlers,"—

land as yet unascertained, and in all probability for the present but trifling in extent.

Such an offer he could hardly have considered from the beginning sufficient, but it has become from subsequent causes (using the phrase without the slightest imputation on the motives of those who made it,) illusory. The occupation of British Columbia has rendered more urgent than ever a policy even before that time recommended by the course of events, namely, to connect the two sides of British North America, without the obstacle interposed by a proprietary jurisdiction between them. The difficulty of maintaining the jurisdiction of the Hudson's Bay Company over that intervening region, became daily more evident, and the certainty also, that if any attempt were made to maintain it, Her Majesty's Government would be called on to furnish the means. On the other hand, it appears to be the general opinion among Lawyers, that the monopoly of trade claimed by the Company (under the Charter) is invalid altogether, and that this monopoly could only be defended indirectly, by pushing to extreme limits the consequence of a most invidious territorial grant, enabling the Company as Landlords, to exclude Traders as trespassers. Sir E. B. Lytton cannot at all therefore agree with the Directors in referring the precarious position of the Company to the mere general unpopularity of monopolies. The weakness of their case arose, and still arises, from causes far more special and urgent, and it was obviously to be apprehended that Her Majesty's Government might, as protectors of the right of Her Subjects generally throughout the Empire, be called on to defend the claimants of assumed rights, which had never been fairly submitted to investigation. It was quite impossible for them to be contented in the interest of the public with such offers as the Company had made, and to leave the general question unsettled, and to settle it without the assent of the Company, was at least to be avoided until that assent had been formally invoked.

It was with this view that the Letters addressed to you from this Department, on the 3rd September, and 3rd November last, to which you refer, were written; and it was with the same view that Sir E. Lytton endeavoured during the stay of the Canadian Ministers in England last Autumn, to induce them to bring Canada to a decision as to her part in the proceedings to be taken.

And Sir E. Lytton feels it due to himself and his colleagues to disclaim most distinctly the supposition expressed or implied, that the proposal conveyed to the Company in those letters was conceived in any spirit of hostility. On the contrary, it is his conviction now, as it was when those letters were written, that the Directors would consult the interest of their shareholders most effectively, by causing it to be accepted. In this way all outstanding questions could be solved. Sir E. B. Lytton felt that if the decision of the Judicial Committee was in favour of the Company, and to the full extent claimed, then the Company would stand in a more advantageous position before the Country, in claiming compensation for ascertained rights if required to relinquish them for the public benefit, than they possibly could at present. If on the other hand, the decision of that Committee were unfavourable to the Company, they would at all events still possess that claim to equitable consideration to which long usage and the investment of extensive capital on the faith of supposed rights might fairly entitle them; and although Her Majesty's Government could not of course give any distinct pledge in this latter event, no one acquainted with the general desire of Parliament to do justice to vested interests would be likely to apprehend serious danger.

In short, as the main and perhaps the sole practical difficulty in coming to the most amicable arrangements with the Company, appears to lie in ascertaining not so much the amount of compensation, as the principle and mode on which it can be assessed with the approval of Parliament, so that difficulty appeared at

once to be surmounted by ascertaining without dispute the nature of the right upon which claims for compensation may be fairly based.

The Directors, however, judged differently from Sir E. B. Lytton on this question. Sir Edward does not question their right to decide as they thought best for the interest of their share-holders. He can only express his regret at a determination which retains the very difficulty in the way of speedy and amicable settlement, which he had sought to remove.

As the case now stands, should Canada resort to legal proceedings, negotiation is of course at an end, until the result of such proceedings is known; should she refuse to do so, it will then be for Sir E. B. Lytton to consider whether negotiation with the Company can be resumed, or whether in the last resort, Her Majesty's Government must take the matter into their own hands, and proceed on their own account as they may be advised. But in any case, he can with justice assure the Directors that his determination will be founded on a regard to public interests only, and without the slightest bias of hostility towards the Company.

It remains for me to convey Sir E. B. Lytton's reply to the immediately practical part of your letter, that referring to the renewal of your license over the non-Charter Territories. The Directors reject his offer of a year's license, but they are ready (in the public interest) to accept a renewal for 21 years, terminable at two years' notice.

Sir E. B. Lytton is sorry he cannot meet their views by acceding to this proposal, although he can well conceive, and would indeed desire, arrangements by which the Indian Territory, and all land not likely to be soon colonizable, might be left to the jurisdiction of the Company, provided on the other hand the lands adapted for colonization were surrendered to the Crown; yet, while the latter object remains unachieved, he does not believe that Parliament or the public would be inclined, or ought to assent to a measure which would give Her Majesty's Government, in concert with the Company, the power of continuing the license for 21 years.

But he wishes to shew every reasonable respect to the argument which you draw from the distance of many of the posts in the License Territory, which by rendering communication with them extremely slow, would make a year's extension of comparatively trifling importance for the purposes in view. The delay in obtaining the decision of Canada may also be fairly taken into consideration as opposing obstacles to arrangements with the Company by which the objection to an ultimate extension of the license might be removed. He is ready therefore to make the extension of two years' duration instead of one.

In making this proposal, he believes he is acting in the interest of the Company, even in a pecuniary sense alone, that however is a question for the Directors and Share-holders, and not for himself. He only refers to it in order to shew how far he is from being actuated by any motives inimical to the Company. But the really important aspect of the question (as the Directors will fully agree with him) is that which regards the maintenance of peace and order, and the welfare of the Indian Race; and while he believes that the dangers represented as likely to arise if the Trade of the Company ceased to be protected by license are much exaggerated, yet he is desirous to guard against the possibility of such dangers during the interval that must elapse necessarily without any fault of his own, between the abrupt termination of the Company's jurisdiction in parts so remote, and the establishment of any other machinery for the safety of the Indians which it might be in the power of the Government to devise. He is certain that the Directors will take a similar view of this part of the question, and he is satisfied



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that if they reject his present offer, they will do so on full conviction, from their own superior knowledge, that no evil consequences are to be apprehended from the sudden termination of their license. But should this be an error in judgment on their part, the responsibility for the consequences will not lie with Her Majesty's Government.

Sir Edward Lytton trusts that as early an answer as practicable may be returned to this letter; as little is left for communicating with the Governor of British Columbia before the termination of the license, and as it may be necessary (in the event of your refusal) to apply to Parliament for an amendment of the present Acts.

I have, &c.,

(Signed,) H. MERIVALE.

H. BERENS, Esquire,  
&c., &c., &c.

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# MESSAGE.

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EDMUND HEAD.

THE GOVERNOR GENERAL transmits, for the information of the Honorable the Legislative Assembly, copies of Despatches from Her Majesty's Secretary for the Colonies, and other documents relating to the Hudson's Bay Territory.

Government House,  
Toronto, 17th February, 1859.

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No. 106.

GOVERNMENT HOUSE,  
Toronto, 16th August, 1858.

SIR,

I have the honor to enclose a Joint Address from the Legislative Council and Assembly of Canada to Her Majesty the Queen on the subject of the Territory of the Hudson's Bay Company, which I request may be laid at the foot of the Throne.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable  
SIR E. B. LYTTON, Baronet,  
&c., &c., &c.

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COPY of a Report of a Committee of the Honorable Executive Council dated 4th September, 1858, approved by His Excellency the Governor General in Council on the 8th September, 1858.

The Committee in Council respectfully recommend that the Resolutions passed by the Legislative Council and the Legislative Assembly, and the Joint Address thereon of both Houses, on the subject of the Hudson's Bay Territory, be urged upon the attention of the Imperial Government, by such Members of the Executive Council as may be in London during this present Autumn, and that at the same time, the importance of opening a direct line of communication, by Railway or otherwise, from Canada

through the Red River and Saskatchewan Territories to Fraser's River and Vancouver's Island, be brought by them under the notice of the Imperial authorities.

Certified,

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

(Copy No. 102.)

DOWNING STREET,  
22nd December, 1858.

SIR,

I duly received your Despatch No. 106 of the 16th August last, and laid before the Queen the Joint Address to Her Majesty which accompanied it from the Legislative Council and Assembly of Canada relative to the Territory of the Hudson's Bay Company.

Company, 12 Oct., 1858.  
Co. Office, 3 November.  
Company 10 November. The subject of this Address has occupied my careful consideration, and I transmit to you the copies of a correspondence respecting it which has taken place between the Company and this Department.

From this correspondence you will perceive that the Hudson's Bay Company decline to be consenting parties to a reference of questions respecting the validity or extent of their Charter to the judicial Committee of the Privy Council, and under these circumstances, the Law Advisors of the Crown whom I have consulted in the matter, have stated in an opinion, of which I forward a copy, that the only course open for the determination of these questions is by writ of *scire facias* brought to repeal the Charter.

I have, therefore, to request that you will submit the accompanying papers to your Government, and invite them to take steps to obtain the writ in accordance with the suggestion of the Law Advisors; and that you will inform me as soon as practicable of the course which the Government of Canada may resolve to adopt in this matter.

Parliament will doubtless meet in the first week of February, and I need not say how desirable it would be if Her Majesty's Government could then be prepared to notify the decision of Canada.

I have, &c.,

E. B. LYTTON.

The Right Honorable  
Sir E. HEAD, Baronet,  
&c., &c., &c.

*Mr. Barens to Sir E. B. Lytton.*

(Copy.)

HUDSON'S BAY HOUSE,  
12th October, 1858.

SIR,

With reference to a communication addressed to me under date the 3rd ultimo, the receipt of which I had the honor to acknowledge on the 7th of that month, I beg now to state that this Company can only re-assert their right to the privileges granted to them by their Charter or Incorporation, the extent and nature of which they have already fully explained in the papers which will be found amongst those printed by order of Parliament. I refer particularly to a letter addressed by Sir J. Henry Pelly to Earl Grey, dated 13th September, 1849, enclosing a paper entitled "Statement of the rights as to Territory, Trade, Taxation, and Government, claimed and exercised by the Hudson's Bay Company on the Continent of North America," and marked No 2, among the papers on the affairs of the Hudson's Bay Company, printed by order of the House of Commons on the 12th July, 1850.

This Company cannot therefore be a consenting party to any proceeding which is to call in question rights so long established and recognized; but they will of course be prepared to protect themselves against any attempt that may be made on the part of the Canadian authorities to deprive them without compensation of any portion of the Territory they have so long been in possession of.

I have, &c.,

H. H. BARENS,  
Dept. Gov.

*Lord Carnarvon to Captain Barens.*

(Copy.)

DOWNING STREET,  
3rd November, 1858.

SIR,

I am directed by Secretary Sir E. B. Lytton, to acknowledge the receipt of your letter of the 12th October.

Sir E. Lytton will not conceal the disappointment and regret with which he has received that communication containing, if he understands its tenor correctly, a distinct refusal on the part of the Hudson's Bay Company to entertain any proposal with a view to adjusting the conflicting claims of Great Britain, of Canada, and of the Company, or to join with Her Majesty's Government in affording reasonable facilities for the settlements of questions in which Imperial no less than Colonial interest are involved.

It is Sir E. Lytton's anxious desire to come to some equitable and conciliatory agreement by which all legitimate claims of the Hudson's Bay Company should be fairly considered with reference to the territories or the privileges they may be required to surrender, but if the decision

as conveyed in your letter, be regarded as final, all power to facilitate such an arrangement is withdrawn from his hands.

By that decision Sir E. Lytton sees with regret that a process of temperate and amicable enquiry and adjudication must be exchanged for a legal conflict where all parties concerned will be brought into antagonistic and even hostile relations, and where it is manifest that the terms of compensation, compromise and mutual convenience which Her Majesty's Government would under other circumstances have been able to negotiate, must become far more difficult of attainment, if not actually unattainable.

Unsatisfactory as this result would be, Sir E. Lytton will not feel at liberty to decline it. He desires that the Hudson's Bay Company should distinctly understand that in his opinion the time for arriving at some authoritative definition of conflicting claims can no longer be postponed with safety or in justice to public interest : and that both Canada and the British Parliament might justly complain of further and unnecessary delay.

But before deciding finally upon the course to be pursued, he desires to place once more the question before the Hudson's Bay Company with a sincere hope that on a further consideration they may see the expediency of modifying the determination which your letter announced.

Where on all sides interests so great and various are concerned, the wisest and most dignified course will be found as Sir E. Lytton has on previous occasions pointed out, in an appeal to, and a decision by a Judicial Committee of the Privy Council, with the concurrence alike of Canada and of the Hudson's Bay Company.

If the adoption of such a procedure be advantageous to the interests of all parties concerned, Sir Edward cannot but think that it would be particularly for the interest of the Hudson's Bay Company. It would afford a tribunal pre-eminently fitted for the dispassionate consideration of the questions at issue : it would secure a decision which would probably be rather of the nature of an arbitration than of a judgment, and it would furnish a basis of negotiation on which reciprocal concession and the claims for compensation could be most successfully discussed.

In such an event Sir E. Lytton would be prepared to agree that the Company, if they succeed in maintaining the full rights which they claim, should be indemnified against the costs, and that in any other result it should be understood that each party should bear its own expenses incident to the proceeding.

It is not for Sir E. Lytton to dictate to the Company the course which they should pursue ; but I am to place distinctly before them his own intentions and to leave them to decide.

If on the one hand the Company will meet Sir E. Lytton in finding the solution for a recognized difficulty, and will undertake to give all reasonable facilities for trying the validity of their disputed Charter, they may be assured that they will meet with fair and liberal treatment, so far as Her Majesty's Government are concerned ; but if on the other hand the Hudson's Bay Company persist in declining these terms and can suggest no other practicable mode of agreement, Sir E. Lytton must hold himself acquitted of further responsibility to the interests of the Hudson's Bay Company, and will take the necessary steps for closing a controversy too long open, and for securing a definitive decision which is due to the material

development of British North America, and the requirements of an advancing civilization.

It is only fair to add that in such case the renewal of the exclusive license to trade in any part of the Indian Territory, a renewal which could only be justified to Parliament as part of a general agreement, adjusted on the principles of mutual concession, must become impossible.

I have, &c.,

(Signed,)

CARNARVON.

*Mr. Barends to Sir E. B. Lytton.*

(Copy.)

HUDSON'S BAY HOUSE,  
10th November, 1858.

SIR,

I have the honor to acknowledge the receipt of Lord Carnarvon's letter of the 3rd instant, to which I now beg to reply, as I am anxious that the views and intentions of this Company should not be misunderstood.

In the year 1850, a correspondence passed between the Colonial Office and this Company in reference to the objections raised by certain parties in regard to the validity of the rights claimed by this Company under their charter, and under date the 24th January, 1850, Mr B. Hawes by desire of Lord Grey, transmitted to Sir H. Pelly, the then Governor of this Company, a copy of a letter proposed to be addressed by his Lordship to Mr. Isbister, the person bringing forward the complaints referred to. In answer to that communication, the Secretary of this Company, under date 29th January, 1850, stated that there was nothing in the letter so proposed to be addressed to Mr. Isbister to which the Directors of the Company had the least objection.

At that period the consent of this Company was not asked, and the Law Officers of the Crown stated as their opinion that the proper mode for raising the question for discussion would be to embody, in a petition to the Queen, any complaints urged against the Company, and they recommended that any such petition should be referred by Her Majesty to the Judicial Committee of the Privy Council. On that occasion it was distinctly stated that the petition must be confined to the subject to which the Resolution of the House of Commons of 5th July, 1849, extended, that subject being an enquiry into the legality of certain powers claimed and exercised by the Hudson's Bay Company under their charter, but not questioning the validity of the charter itself.

No petition however, was then presented, and there the matter rested until the year 1857, when a select Committee of the House of Commons was appointed to consider the State of the British possessions in North America, under the Administration of the Hudson's Bay Company, or over which they possessed a license to Trade.

In the month of July, 1857, a communication was made to this Company, by Mr. Labouchère, the then Secretary of State for the Colonies, calling the attention of the Company to a Statement received from the Law Offi-

cers of the Crown, having reference solely to the question of the Geographical extent of the Territory claimed by this Company, as included in the Grant by their charter, recommending that the subject should be referred to the Privy Council, and stating that this could *not* be done, except by the consent of both parties, namely, Canada and this Company. In reply to this communication, the Governor of the Company informed Mr. Labouchère, under date 18th July, 1857, that the Directors of this Company would be prepared to recommend to their Shareholders, to concur in the course suggested.

The suggestion now made to the Company, as set forth in the address to Her Majesty, from the Canadian Legislature, and to which my letter of the 12th ultimo had reference, is that they should give their consent to an inquiry before the Judicial Committee of the Privy Council, which inquiry is to involve not merely the question of the Geographical boundary of the Territories claimed by them, but to challenge also the validity of the Charter, and as a consequence, all the rights and privileges which it professes to grant, and which have been exercised by the Company for a period of nearly 200 years.

If such an inquiry should be gone into in the manner suggested by the Law Officers of the Crown, in 1850, the Company will now, as it was then, be prepared to appear on that inquiry in support of their rights, but in that event no consent on their part will be necessary, nor as I have already observed, was any consent asked for or suggested when the former enquiry was contemplated. But if the validity of their Charter itself is to be called in question, the Committee feel that in justice to their Shareholders it would be impossible for them to be consenting parties to proceedings instituted with such an object.

The Company has at all times been willing to entertain any proposal that might be made to them for the surrender of any of their rights or of any portion of their Territory ; but it is one thing to consent for a consideration to be agreed upon to the surrender of admitted rights, and another to volunteer a consent to an inquiry to call those rights in questions.

While, therefore, I and my Colleagues in the Direction of the Hudson's Bay Company, are anxious to do all what we can, consistently with our duty to our Shareholders, to meet the wishes of Her Majesty's Government and of the Canadian Legislature, we feel that we cannot return any answer to your letter of the 3rd instant, than that which is conveyed by the letter on the same subject which I had the honor of addressing to you on the 12th ultimo.

I have, &c.

(Signed,)

H. H. BARENS,  
Deputy Governor.

The Right Honorable,  
Sir E. B. LYTTON, Bart.  
&c., &c., &c.

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(Copy.)

The Attorney General and Solicitor General to Sir E. B. LYTTON.

Temple, 16th December, 1858.

SIR,

We were favoured with your commands signified in Mr. Elliott's letter of the 2nd December instant, in which he stated that with reference to the opinion received from us, dated the 30th October ultimo, relative to certain questions pending with the Hudson's Bay Company, he was directed by you to transmit to us the accompanying copies of a correspondence with that Company, and that we should perceive that the Directors of the Hudson's Bay Company decline to be consenting parties to a reference of the proposed questions respecting the validity and extent of their charter and respecting the Geographical extent of their Territory to the Judicial Committee of the Privy Council. Under these circumstances it was understood from our former opinion that no other course remains open for trying those questions than a proceeding by *scire facias*.

Mr. Elliott was also pleased to state that you inferred from the views which have been expressed on the subject by the Government and Parliament of Canada, that the Canadian Government will be prepared if necessary to take steps for originating that mode of procedure.

Mr. Elliott was also pleased to request that we would take these papers into our consideration, and favor you with our opinion whether it will be expedient to apply to the Government of Canada to take such steps as may be requisite for the purpose of commencing the proceeding by *scire facias*, and if so, what those steps should be, or if it should be our opinion that there are any difficulties in the way of the commencement of that proceeding by the Government of Canada, that we would advise what steps should be taken in this Country for accomplishing the intended object.

In obedience to your commands we have taken these papers into consideration, and have the honor to report that the Directors of the Hudson's Bay Company having decline to become parties to the proceeding before the Judicial Committee of the Privy Council to which they are invited, we apprehend that the only course open for the determination of the questions arising on their Charter is by a *scire facias* brought to repeal the Charter as suggested in our Report of the 30th October ultimo.

This proceeding may be instituted by the Canadian Government in the name of any individual subject of Her Majesty, and we apprehend it will now be proper to ascertain from the Canadian Government whether they are willing and ready to commence such proceeding.

If the Canadian Government think fit to proceed to *scire facias*, and to authorize some agent in this Country to apply for the writ, there will be no difficulty in obtaining the writ; but we think that in the first instance all necessary steps should be taken with the aid of their own legal advisers by the Canadian Government.

We have, &c.,

FITZROY KELLY.  
H. U. CAIRNS.

Sir Edward B. Lytton.

&c., &c., &c.



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**Contents:**

**PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,**  
Printer to the Queen's Most Excellent Majesty.

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# GENERAL REPORT

OF THE

# COMMISSIONERS OF PUBLIC WORKS,

FOR THE

YEAR 1858:

FURNISHED

IN COMPLIANCE WITH THE PROVISIONS OF THE ACT 9 VICT. CAP. 7.

~~~~~  
L A I D B E F O R E T H E L E G I S L A T I V E A S S E M B L Y .
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**Toronto:**

PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,  
Printer to the Queen's Most Excellent Majesty.

1859.

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# GENERAL REPORT

OF THE

## COMMISSIONERS OF PUBLIC WORKS

FOR THE YEAR 1858.

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To His Excellency Sir Edmund Walker Head, Bart.,

GOVERNOR GENERAL OF BRITISH NORTH AMERICA, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY :

In accordance with the provisions of the Act 9th Victoria, chap. 37, sec. 14, the undersigned, Commissioners of Public Works, have the honor to submit to Your Excellency a general Report upon the several public works and buildings and other branches of the public service under their control and management.

To this report are appended the following Schedules :

No. 1.—Statement of the several public works under charge of this Department which are in use and yield revenue, shewing the expenditure under the different heads during the year 1858, viz : on construction, and on repairs and management, the sums paid for land or property acquired for use of the works, and the amount paid for damages, the net revenue collected from each, with the cost of collecting it ; also the total cost of construction under this Department to the 1st January, 1859.

No. 2.—Statement of the several public works under charge of this Department, incomplete and unproductive, but on which tolls are to be levied when the works are in an available state, shewing the expenditure thereon during the year 1858, viz : on construction and on repairs and management, the amount paid for damages and the total expenditure on them, under this Department, to 1st January, 1859.

No. 3.—Statement of non productive public works and buildings under charge of the Department of Public Works, shewing the amount expended thereon during the year 1858, and the total outlay upon them up to 1st January, 1859.

No. 4.—Statement of miscellaneous services, shewing the expenditure on each, under the Department of Public Works, during the year 1858.

No. 5.—Statement shewing the expenditure incurred under this Department upon the repairs, maintenance, and management of the Ordnance Canals for the year 1858, the net revenue therefrom, and the cost of collecting it, also the expenditure on repairs of Ordnance property, during the same year.

No. 6.—Detailed statement of expenditure incurred on repairs and maintenance of Provincial Light Houses during the year 1858, under this Department.

No. 7.—Statement shewing the total amount expended under the Department of Public Works during the year 1858, as detailed in the foregoing statements numbered 1, 2, 3, 4, 5 and 6.

PROVINCIAL CANALS.

WELLAND CANAL.

The works carried on along the line of this Canal during the past year may be classed as heretofore, under the two heads of "*Construction*" and "*Repairs and Maintenance*," although it is very difficult to draw the line between the two, inasmuch as this most important work has been from its commencement, and still is, in a state of continued progress and enlargement, both as to breadth of channel and depth of water, in order to keep pace with the requirements of the trade. On its being first undertaken, the scale contemplated would have been sufficient but for petty Barges or Batteaux, which, at one part now known as the "*Deep Cut*," were to have passed underground by means of a tunnel. It is at present capable of passing vessels of four hundred tons. Yet this is now looked on as so insufficient, and so great is the loss of business of the canal, calculated to be from its not being able to accommodate vessels of double that tonnage, that the project was broached of constructing a railway (it may be said along its bank from end to end), freight upon which can only be during the open season of navigation, and must contend against all the disadvantages and expense of transhipment from vessels at one end of it to the cars and from them again into vessels at the other end, the distance being but 27 miles; this project has not only been broached, but has been so favorably received by practical men in England, that the whole of the stock is taken up, and the works of the road itself are at this moment on the eve of completion, through the indefatigable energy of the Honorable W. H. Merritt.

Under the firm conviction that this canal is preeminently indispensable, not only for the securing of a large portion of the trade of the west, and to render available and productive all the heavy expenditure upon the improvement of the magnificent Canadian water route to the Ocean, but also to prevent the existing trade through it being diverted into other channels, the undersigned would strongly recommend to the favorable consideration of Your Excellency and of the Legislature, the sound policy and expediency of making an appropriation of means to meet the expense of

adding largely to the capabilities of this Canal at the first moment that a satisfactory financial arrangement can be made for it.

The navigation of the past season commenced on the 7th April, and was terminated by ice on the 7th December, during that period the interruptions to it were less than ordinary, being but two: both were caused by the breakage of Lock-gates from the concussion of vessels. The first took place on the evening of the 3rd May, when the gates of Lock No. 7 were carried away: The broken gates were removed, others substituted and the navigation reopened on the 6th; again in the evening of the 22nd of the same month, three of the gates of lock No. 3 were destroyed: through the energy of Mr. Woodruffe, the local officer, and there being an ample supply of spare gates and suitable machinery on hand, the delay caused by this casualty, was but for forty hours. The only work of importance classed under the head of "*Construction,*" was confined to the usual annual progress with the widening and deepening of the channel of the canal where required for the adoption of Lake Erie as the source of supply for the canal, the indispensable necessity for which has been repeatedly explained in previous reports. During the past season there have been four First Class Steam Dredges or Excavators employed at this work.

Under the head of *repairs and maintenance* the principal works have been the providing of spare Lock-gates to keep up a sufficient stock to meet accidents,—raising, facing and strengthening the embankments, necessarily contingent upon the increased depth of water in the canal, and which must be continued for some years,—providing a house for an office and accommodation for the Harbor Master at Port Colborne. The repairs, &c., at Port Dalhousie and Port Maitland referred to in the last report, as required, have been effected.

For full and detailed information as to the expenditure of the several appropriations made from time to time for this canal, the appropriation required hereafter (when the finances will admit of it) for the completion of various works, cost of maintenance and repairs the past year under their different heads, see Appendix (letter A,) together with the various Schedules in connection therewith from No. 1 to No. 7, both inclusive, called for and furnished by M. Woodruff, the resident superintendent of the Canal.

With respect to sums set down in these documents and recommended by the superintendent for the prosecution of various works, the undersigned, altho fully aware of their ultimate necessity, are of opinion that for the present year outlay should be confined wholly to a minimum sum upon the keeping of the dredging operations in progress, and to two or three comparatively minor yet requisite matters, which will be explained when the estimates are submitted.

GALOPPEs, IROQUOIS, RAPID PLAT AND FARRAN'S POINT CANALS.

The navigation of these several canals was opened last year on the 25th April, and closed on the 11th December, during which period no interruption took place arising from the failure or derangement of any part of the works.

The unusual and extreme high water in the river rendered it necessary to raise, strengthen and protect with stoning, the embankments on these canals, in many places, where the danger was most imminent. For these works the employment of a number of laborers, with the aid of two scows, was requisite for the greater part of the year 1858, and they must necessarily be resumed next summer, to complete the protection of the banks, and to prevent the silting up of the canals.

As stated in the last report, there are no new spare gates on hands, or available in case of an accident occurring, to meet which, should it have taken place, use must have been made of some of the old gates, which had been taken down. It is highly desirable to have two pairs of upper gates, and one full set constructed as soon as the necessary authority is had, as several of the upper gates show unmistakable symptoms of failure.

The superstructure of the swing-bridge for crossing Lock No. 23, at Morrisburg, being worn out, must be replaced by a new one.

Several of the wharves at the entrances to these canals are in a very dilapidated state, the general repair of them, however, although desirable, may be deferred for another year; but the thorough repair of the wharf at the lower end of Farran's Point Lock, must be immediately undertaken, as it is very much decayed, and from its position and the peculiar action of the current there, it is of great importance to vessels whether entering or leaving the lock.

Since the date of the last report arrangements have been made to bring into use the water-power at Farran's Point and at the Galoppes Canal.

CORNWALL CANAL.

The navigation of this canal ceased to be obstructed by ice on the 26th of April last, since which date it continued uninterrupted until the 7th of December, when it was again closed for the winter.

Within the last two or three years new gates have been supplied to all the locks, and there are now three extra pairs on hand, which, with some of the old gates, capable of being repaired, are considered sufficient to meet any emergency.

The works of this canal generally are in an efficient state; but the superstructure of the pier at the upper entrance is thoroughly decayed, and must be renewed in spring. The river embankment above and below the Guard Lock requires to be additionally protected by stone, from the powerful current constantly acting on it. And a facing with stones, for about 1500 yards in length, is necessary on the north side of the canal between locks 18 and 19, to prevent the water making further encroachments on private property.

For the means of regulating the water supply on the different levels, certain sluices, easily to be worked, are much required in the waste weir at locks Nos. 18, 19 and 20, but in the present state of the finances, their construction may be deferred for another year.

In the foregoing are enumerated the principal matters required on this canal.

The rebuilding of the chamber walls of the Guard Lock (for which authority was had) could not be effected last spring without encountering much risk and extra expense owing to the unusual height of the river, but so soon as the state of the water will admit of it, this work must be attended to.

The Head Gates for the furnishing of water-power at Lock No. 20, above the town of Cornwall, have been completed. This water-power has been leased to two parties, and the proportion falling to one of them is now being brought into use. Works for a similar purpose are being constructed between Locks 17 and 18.

The use of water-power at Lock No. 19 has also been agreed to, at the usual rate and upon the conditions generally applicable to such cases, but before the party can avail himself of it, an appropriation for the construction of the Head Gates will be necessary, the cost of which will be submitted in the Estimates.

BEAUHARNOIS CANAL.

The past year's navigation of this canal opened on the 26th of April, and closed on the 26th of November.

During the season no expenditure was found necessary beyond that on small ordinary repairs, and from the present condition of the works, there is every reason to expect that they will be maintained in an efficient state this year at a comparative trifling outlay.

The locks have been well provided with new gates, in all cases where the old ones were not capable of being put into thorough and efficient order. There are three pairs of spare upper gates in reserve, and when a like number of lower gates are constructed, which it is proposed to do during the summer, the supply will be ample to meet any casualty that may occur.

The silt, slides and other obstructions which interfered with the free passage of vessels, have been removed by dredging, so that the full draught can be carried through the canal without the necessity of keeping the water at an increased height, to the danger of the embankments.

The dredge, for the use of which there are several applications, can now be made available for such work as may be considered most pressing. On the principle of restricting the expenditure under this Department, during the past year, within the least possible bounds, no outlay beyond what was absolutely indispensable, was incurred upon the renewal of the superstructure of the breakwater at Grosse Point, nor on the repairs of the dam at the head of the canal, both stated in the last report to be necessary; but these works cannot be deferred beyond another year.

The undersigned here consider it their duty to draw attention to the large sums of money which have been already paid, and to the amounts still claimed for damages asserted to be caused by the raising the waters of lake St. Francis a few inches at most by the dams at the head of this canal.

The manner in which the awards on these claims have for some years back been made, appears to the undersigned by no means practical or satisfactory. It is well known that very much the larger proportion of the

lands around lake St. Francis for damages to which these claims are made, consisted of marsh and low swampy meadow, and prior to the construction of the dam were subject to the influence of the lake in all time of high water. The waters of the St. Lawrence and its lakes have been latterly *some feet* over their ordinary height, and it is in that state of the river that pressure is used to have claims investigated for damages caused by a dam admitted to raise the water but a few inches.

The undersigned would strongly recommend that a special Commissioner should be appointed by authority of Parliament, whose duty would be to take evidence as to the character of the lands, prior to the dam, for which claims are pending, and thus be enabled to adjudicate equitably as to the cases where damages should be paid for and the extent of them. Unless some such course is adopted the settlement will be interminable and attended with a cost utterly disproportioned to the injury done.

For sums paid and unsettled claims. See Appendix letter B.

LACHINE CANAL.

The navigation of this canal was opened on the 28th April, and continued uninterrupted until the 1st December, when the ice closed it for the season.

On the 3rd of April the water was drawn down for the purpose of making some necessary repairs, of removing bars that had formed in the channel way, and to enable certain improvements to be made, the principal of which were the construction of a regulating weir through the race-way, on the north side of the canal above lock No. 3, whereby the water passing to the various manufacturing establishments can be controlled so as to prevent the necessary navigation level of the water being drawn down,--the taking down and rebuilding part of the lower wing walls of lock No. 4,--deepening the basin in front of the wharf recently built near Wellington Street Bridge,--removing a bar of rock at Côte St. Paul, &c.

An arrangement has been made with the Montreal Gas Company for the lighting of the wharves, flour sheds, locks and bridges at the lower entrance of the canal. The necessary pipes, lamp posts, &c., have been laid and placed, and the works lighted up since the middle of August last. In connexion with the lighting of the wharves, to lessen the risk of accidents, a chain a few inches over water surface has been attached to the basin wall, which will afford to persons who may accidentally fall in, the means of supporting themselves until relieved.

The locks and bridges generally are in a fair state of repair, with the exception of locks 3 and 4, which still leak considerably, to remedy which it is proposed to caulk and point the joints carefully next spring.

From the extent of traffic and cartage over the wharves and between the flour sheds, the plank crossings in many places must be renewed before the opening of navigation, and it is a question whether it may not be more advisable hereafter to substitute macadamization of good stone for the planking (between the sheds) as the latter becomes worn out. The planking in this position seldom lasts more than from 2 to 3 years. For several of the works referred to in the last report as being then required,

the necessity now is of course stronger, still, with the view of keeping down expenditure as much as possible, it is proposed to defer them for another year which can be done by incurring the cost of some repairs; but the construction of the pier at the head of lock 4, cannot longer be postponed with due consideration for the convenient use of the canal. The cost of it will be about five hundred pounds.

It will be necessary to let off the water for a short time early in April, to clean out No. 2 basin, to remove some bars below lock 3, and for the pointing of locks 3 and 4 above adverted to.

RIVER TRENT AND INLAND WATERS OF THE NEWCASTLE DISTRICT.

Under the head of "River Trent Works," in the report of 1852-53, as well as in that of last year, from this Department, will be found enumerated, the various works along this connected line of waters some of which had been originally constructed or commenced by local Parliamentary Commissioners, and some under this Department, and upon which from time to time outlay has taken place.

The position, character and objects of these works are described in the reports referred to. A portion of them were intended and undertaken chiefly with the view of improving the navigation of this natural water-route; another portion of them, solely for lumbering purposes.

The latter were some years back (in 1854) handed over to a Company incorporated by Act, who undertook to maintain them. Since this transfer no public expenditure has been made upon them, and they are now only referred to in consequence of representation being made as to the immediate necessity for spending the sum of £500 on the repairs of the slide at Ranny's falls, without which, it is stated, the lumber got out this season on the River Trent and its tributaries above that place, cannot be got down to market; and it is urged that independent of the obligation on the Company, to whom the slides are transferred, to keep them in order, the various parties renting timber limits (and who may be prevented from sending down their timber) did so on the expectation that the slides would be kept in a serviceable state.

Of the portions of these works which were constructed chiefly for navigation purposes, that at Chisholm's rapids (a lock there) has long since been abandoned, as unless a very large additional outlay was made, it was "per se" comparatively of no value.

The lock and dam at Crooks' rapids are necessarily maintained, as the former is used for the passing of batteaux, &c., and the latter is required for the maintenance of the navigation of Rice Lake and the Otonabee River as far as Whitlas' lock, within a mile and a quarter of the town of Peterboro'. The swing bridge at Crooks' rapids lock has been lately rebuilt, and the dam and other works there repaired: Vessels having ceased to proceed up the river beyond Whitlas' lock, permission was granted for the erection of a bridge upon the high road of communication being placed across the navigable channel there, but on the condition that a swing bridge shall be placed over it, if hereafter required.

The next work constructed for navigation purposes to be met with on proceeding up these waters, is the dam at Buckhorn, which was constructed to raise, and maintain the waters in Buckhorn Lake, Shemong or Mud Lake, and Pigeon Lake to a proper level.

This dam and the bridge and other works connected with it, have been thoroughly repaired, and are now in an efficient state. In the erection of this and the other dams for the purposes of navigation, in order that they should not obstruct the running of timber, it was of course necessary to construct a slide (or apron) in each of them. The guide-booms and piers connected with the slide or apron in this dam, have been substantially repaired; but it is important that the slide should be extended from 150 to 200 feet further down stream, and that a person should be appointed to take charge of the works, and attend to the regulating of the water. A very economical arrangement for which could be made with a party resident on the spot.

The works next above those at Buckhorn are at Bobcaygean; they consist of a lock, dams, and a short reach of canal, and form an important link in the navigation of this extensive range of waters.

The works were much retarded and the progress at times interrupted; in fact, for the principal part of two seasons, the contractor was required to desist from proceeding with them, in consequence of representations made as to the injurious effects upon the health of that section of country, should the waters of the lake be lowered during the season of the year which was the most fitting for the prosecution of the work. This subject has been referred to in a former report, as also the many, great, and unusual difficulties that had to be encountered in getting in the foundations, owing to the geological structure of their sites, which consisted of irregular horizontally stratified rocks, with numerous large fissures extending for miles under the water of the adjoining lakes, and to stop which involved immense difficulty and expense.

The works are now completed in a strong and substantial manner and will well bear comparison with any similar works in the province. Near the tail of Bobcaygean lock a small expenditure would be advisable to improve the channel leading to it, and to form a separate one for the discharge of the waters from the mills, the current from which at present obstructs the easy approach to the lock.

When this work was originally commenced, under local Commissioners, it appears that no reserve of land on either side of the canal was made, the want of which, as the surrounding country is being settled, is found very inconvenient, especially by parties engaged in shipping sawn lumber, &c. and in the landing of merchandize. It is very desirable that this want should be provided for.

RIVER SCUGOG WORKS.

These works come under the same head as the preceding; they consist of sundry improvements in the River Scugog, and a lock at Lindsay, to surmount a fall in the river at that place.

The works are in much the same state as when last reported on. Since that time but little outlay has been incurred, and only on the preparation of materials for the rebuilding of the lock: the old one is in a ruinous state; so much so, that the delay and difficulty in passing a boat through it is such, that transhipment is made from a vessel at the foot of the lock, to another at the head of it.

It is very desirable that the new lock should be completed, all the plank and lumber for it is delivered, and a very large proportion of the cut and other stone, ready for the work. The contractor has already preferred claims for losses sustained by him for the delay of the works, and it is necessary either that he be allowed to proceed at once, or close with him for work already done and the material, &c. provided.

OTTAWA WORKS.

Navigation.

The works embraced under this head are the lock and dam at St. Anne's, the Carillon and Grenville Canals, and the Chats Canal.

ST. ANNE'S LOCK AND DAMS.

The navigation through this lock was opened on the 19th April, and continued so without interruption until the 29th of November.

The lock and gates are in good order.

The channel above and below the lock has been deepened and improved sufficiently for the class of vessels at present engaged in the Ottawa trade.

The superstructure of the pier connected with the lower south wing of the lock requires to be rebuilt, and the main dam is in rather a dilapidated state; but with some slight repairs, it can be maintained for another year.

THE CARILLON AND GRENVILLE CANALS.

The observations in the last report under this head are still equally applicable, viz: That any serious outlay on them would be highly inexpedient, until the scale of the Ottawa navigation, generally, is first determined, and that expenditure upon them, in the mean while, should be confined strictly to such repairs as are indispensable for the use of these canals in their present state.

The masonry of the lock at the lower entrance, and a portion of that of the lock at the upper entrance of the Carillon Canal is in a very bad state.

Some sludging or cleaning out of the bottom will be necessary, and an expenditure of about 300 dollars is required upon the clearing of the feeder from the North River.

The portion of the main travelling road past the Carillon Canal of about $2\frac{1}{2}$ miles in length was made originally by the Ordnance. The cost of the maintenance of it and the keeping of it clear in winter for the last 16 years has also been borne by that department, but the undersigned are of opinion that this service should devolve upon the Municipality, or those by whom the road is used.

For a statement of the trade and of the receipts on these Canals, see Appendix letter C.

The Superintendent represents strongly the inadequacy of the rates at present charged; as also the necessity of abrogating the rules for the management of these canals when under the Ordnance, and which are still in operation, and of applying to them the regulations framed and sanctioned for the use of the provincial canals.

CHATS CANAL.

No progress has been made with, nor any expenditure incurred upon this work, since the date of the last report. The suspension of it, in the first place, was owing to the total inadequacy of the contract rates for the execution of work under such unusual difficulties as had there to be encountered; and until the results are arrived at of the surveying operations, at present being carried on to ascertain the most suitable scale by which the improvement of the navigation of the Ottawa should be governed, it is manifestly very undesirable that any further outlay should take place.

A very complicated settlement with the contractors had to be undertaken on the stoppage of the works.

The claim put forward by them amounted to \$367,161 40. The Engineer on being called upon estimated it at \$274,108 63—and the opinion of the Assistant Commissioner being subsequently asked for, the sum of \$342,647 12 was considered by him as a reasonable settlement. These conflicting opinions having been referred to Mr. Shaniy, that gentleman stated \$323,802 53 as the amount of their work in his judgment—but in this sum, it is stated, is not included an allowance claimed on account of plant. The sum of \$323,802 53 has been paid.

RIDEAU CANAL.

For some years from the period of the transfer of this Canal from the Ordnance to the Province being proposed, until it was effected, little or no repairs were made by the Ordnance on it; the consequence was, that when handed over, the works were found to be in a very dilapidated state generally. Some of the most important structures, Locks, Dams, &c. were in different stages of decay—several of the walls of the former having bulged in considerably; some of the chief dams required measures of precaution to be taken to maintain them. A very large expenditure has already had to be incurred on repairs in consequence of the giving way of Long Island dam. The entire of the sluices of locks and weirs may be

said to be unserviceable ; for a large proportion of the lock gates, now in use, new ones must be substituted, and on the transfer of the Canal, there was not one spare gate on the whole length of it to meet any accident—the tools and implements for its repairs were removed, and some castings provided for the lock gates were not given up with the Canal as they should have been.

The serious breach which took place at Long Island has been made good, but at an expense of not less than \$20,667 41. The chief cause of this breach originated in the site of the dam and weir, constructed for the maintenance of the waters to a height suitable for the navigation, having been selected chiefly on account of their being within gunshot of a block house near the lock, rather than by the usual engineering principles ; as the dam and weir were placed, they stood on bad foundations, and the latter had a pressure of water to withstand of about 27 feet. In the repairs of the damage caused by the break, it was found much more advisable to construct the dam further up the river, and the weir still higher up, where the foundation is rock, and the head of water on the weir but eight feet.

The stone sills of the lock at Black Rapids are in so bad a state, and leak to such an extent that the lower gates of the lock have to be kept closed, and the water in it maintained at the high level.

In consequence of the partial failure of the stone curved dam at this place, a timber apron was built in 1841, to strengthen and save it from further damage ; the timber of this work is now thoroughly decayed, and its entire renewal will probably be necessary, but with some alterations of form.

The chamber wall of one of the combined locks at Hog's Back is reported to have partially given in, but may continue to stand for some time yet.

The walls of the lock at Brewers' Lower Mills have also failed in a similar manner, and the lower wing walls are in a badly shaken state ; on the appearance of the giving way of the chamber walls of this lock, some years ago, when the work was in the hands of the Ordnance, anchor timbers were inserted in the embankments behind them, and the lockwalls fastened thereto.

The sluices of the locks generally are in a very bad state, causing much leakage, difficulty in working, and the frequent breakage of the machinery for opening them. The principle of their construction, as well as that of the lock gates themselves is very faulty, and can be much improved upon, both as regards the lessening of labor in working, and the reducing the cost of them.

The sills of several of the locks have given way, and the repair of them, which is indispensable, will be attended with much trouble and expense, as in some cases dams must be put in and the locks pumped out in order to effect the repair. A large outlay will also have to be incurred upon the protection of the embankments, repairing the waste weirs, etc.

The outlay this year will be confined to such works of maintenance and security as cannot be dispensed with ; but the present state of the canal, from the proper repairs having been neglected for years, is such, that a large expenditure must be incurred upon it, so soon as the finances will admit of. For a statement of the trade and tolls on this and the Ottawa Canals, see Appendix letter C.

CHAMBLY CANAL.

The navigation of this Canal was opened on the 27th April, and the works (the very bad state of which has been referred to in previous reports) have been with strict attention maintained in a serviceable condition until the season closed on the 19th November.

The repairs referred to in the last report were completed during the past year, and with what had been effected previously, place the works, with few exceptions, in a better state than they have been in for several years.

These exceptions are the south wing and recess walls of Lock No. 6, and the lower wing and recess walls of Locks Nos. 2 and 3—parts of these were taken down immediately after the close of navigation, and will be rebuilt as early as the weather will admit of it.

RIVER RICHELIEU.

The disappearance of the ice from this river admitted of the passage of vessels through the works at St. Ours on the 9th April, and the navigation continued uninterrupted until 19th November, when it ceased.

The continuous high water in the river prevented the works which had been authorized for the security of the dam from being proceeded with; but, together with two walls for the further protection of the west side of the dam, they must be undertaken so soon as the state of the river will allow.

LAKE AND RIVER LIGHTS AND BUOYS, &c.

ABOVE LACHINE.

A contract has been entered into with Messrs. Bartley & Gilbert, of Montreal, for the construction of three iron light-vessels to be substituted for the wooden ones hitherto in use, which were so much decayed as to be past repair. The new vessels are, by the contract, to be ready on the opening of the navigation.

The several light-houses from Lake St. Louis to Lake Huron, under the management of this Department, have been kept in an efficient state during the past year, by ordinary repairs, with the exception of a few hereinafter referred to more particularly, but many of the improvements enumerated and recommended in the last report remain over for action, when the state of the finances will admit of. Several of the principal repairs however therein described to be necessary it was impossible to postpone with safety, as the effects of late storms were such as to threaten the foundation of the buildings.

The cases thus referred to are Grosse Point, where the front of the pier had to be raised and protected against the effects of the ice in passing away next spring.

McKie's Point.—Here the lake had made serious inroads upon the point of land on which the house stands, work, for the stoppage of which, and for the security of the building, could not be deferred.

Cherry Island in Lake St. Francis, Nine Mile Point, Point Peter and Gull Island, all in Lake Ontario, were similarly endangered by the action of the lake, and also the light-house on Point Pelée Island, in Lake Erie, where the waters had encroached so far, as to jeopardize the buildings, for the securing of which the local engineer Mr. Scott submitted two plans, one estimated to cost \$5500 and the other \$1800. By order of the late Chief Commissioner, he has proceeded with the work upon the latter estimate.

The substitution of a new basement to the Port Maitland light-house, and the work at Mohawk Island, both of which were recommended in the last report, are of course from lapse of time more called for now.

With respect to the work at the Rondeau, the undersigned have nothing to add to what is to be found in the same report under that head.

During the erection of the light-house upon Snake Island, in Lake Ontario, at the entrance to Kingston Bay, a temporary light was exhibited from the 18th April until early in August, when the new building was in such a state as to admit of the permanent light being shewn.

At the site of the light-house on Point Pelée Reef the steps taken during the past year for the further securing of the foundation, have so far been found to stand well—and instead of the mere temporary shed which had been erected and in use for the accommodation of the men attending this important light, a warmer and more suitable building has been substituted, which will fully answer the purpose for which it is intended, until such time as the settlement of the foundation will warrant the completion of the tower and keeper's house in stone.

The masonry of the several new light and keeper's houses on Lake Huron, in progress when last reported on, is completed. The period of lighting them is as follows :

<i>Isle of Coves</i> —Lantern and lighting apparatus placed and adjusted—the light, which is a flashing one, was exhibited.....	30th October, 1858.
<i>Nottawasaga</i> —Do. do. the light, a revolving one...	30th November, 1858.
<i>Griffith Island</i> —Do. do. the light, a fixed one.....	27th December, 1858.
<i>Chantry Island</i> , } The lanterns and apparatus on these	
<i>Point Clarke</i> . } two will be ready to have the light exhibited—(both are fixed lights)...	1st April next.
<i>Christian Island</i> —Do. do. do. ...	1st May next.

The difficulty of access to (indeed the impossibility of approaching) such of the foregoing light-houses as are situated on exposed islands, materially added to the delay in exhibiting these lights to that caused by the non delivery of the apparatus until late in the year.

Progress with the works of the other light-houses proposed on Lake Huron, and referred to in the last report, has been postponed for the reasons already stated in referring to other suspended works.

The works upon Lake Huron immediately connected with the erection of the light-houses on that lake, and towards the construction of which public aid was afforded through the medium of this Department, are in a satisfactory state.

 PENETANGORE *or* KINCARDINE.

The works here comprise two piers from the main land, the dredging of an inner basin, for which the locality presents considerable facility, and the effecting a good channel from the piers to it.

As in the case of Port Elgin, the cost of the work here will be in part borne by the Municipality, and part provided from the sum appropriated generally for these improvements—the work of the piers has been well executed, but they are not yet extended to a sufficient depth of water. These works will be of important advantage to this rapidly rising village and section of country.

 PORT ELGIN.

The work at this place consists of a pier of about 400 feet in length with a cross head of about 110 feet.

After an examination of this place in September last, the Engineer of the Department reports the location of the pier to have been as well selected as the nature of the locality admitted of, and the work to have been well and substantially executed; it was done directly under the management of a Company incorporated for the purpose, and was subject to the superintendence and approval of an officer of this Department;—the outlay on the work will be about \$10,000, towards which from the appropriation made generally for such works in 1857 and to be expended on this, was \$4000, of which \$3000 has been paid.

 SOUTHAMPTON *or* SAUGEEN.

The works here, besides the light-house erected on the island, consist of the breakwater adjoining the island, and a pier at the mouth of the river Saugeen. They have been carried on directly under this Department.

The works of the breakwater stand well and are of great importance to the general trade, as well as to that of the port, but the benefits afforded by them would be very materially increased by adding to the height of the breakwater, by extending it, and by connecting it with the island.

The pier under contract at the mouth of the Saugeen River has been carried to the extent which the sum appropriated towards it, namely, \$10,000, admitted of. The completion of the superstructure will be effected next spring.

 OWEN SOUND.

The work in this river at present contemplated is confined to the dredging of a direct and sufficient channel to the centre of the town lot.

After the necessary surveying and sounding operations were completed, and the amount of dredging ascertained, the Municipality passed by-laws sanctioning the issuing of debentures to the extent of \$12,000, which it is calculated will, with the \$9,000 to be paid through this Department, from the portion of the appropriation reserved for this work, be sufficient to effect it.

MEAFORD.

The cost of the works of the pier at this place was also met partly from the appropriation referred to above, and partly from local funds—the execution of them was managed by the Municipality under the control of this Department. Upon a late visit of the Engineer, the works were found to have been well constructed, and to be in a satisfactory state.

THE RONDEAU.

The ruinous State of the Works of this Asylum Harbour has been fully described in previous reports, and it is to be regretted that they are still in the same condition, no decision having been since come to with regard to them, nor any appropriation made for their renewal; the observations upon them, to be found on the report referred to, are still equally applicable.

PORT STANLEY.

The works of this harbour continue in nearly the same condition as at the date of the last report, in which it was stated, that communications had been opened with the Municipalities of the adjoining counties, the Municipality of London, and with the London and Port Stanley Railroad Company, regarding the transfer of it. This project the latter named body alone expressed their readiness to entertain, and negotiations have been accordingly going forward respecting it with them, which it is expected will be closed this week, and the works placed in the hands of that Company on such conditions as will duly protect public interests.

The wrecks of the vessels sunk in the harbour have been removed.

BURLINGTON BAY.

The extra difficulties encountered in the repairs of this work, caused by the unusual high state of the lake, referred to in the last report, as having importantly interfered with their progress during the year 1857, continued in equal force during the season of 1858; notwithstanding this, how-

ever, the repairs of the north pier have been effected, although in doing so the old timbers had to be removed and the new work laid from one to two feet under water level.

A good artificial foundation (formed of piling with timber and planking thereon and bedded in concrete) for the new light-house on the beach, was laid at a sufficient depth below the present level of water to ensure its being always covered, and thus protected against decay. On this foundation a permanent light-house of stone laid in hydraulic cement, has been erected and completed in a creditable manner.

In fitting up the lighting apparatus, it was suited for the consumption of coal oil, in order to test its merits for light house purposes—so far, it is found satisfactory. It gives a brilliant and steady light, the lamps appear not to require the same trimming, as when other oil is used, and it does not congeal at the temperature that other oils do. The Superintendent reports the consumption of it to be 20 per cent less. If on further trial it maintains its character for these good qualities, considerable saving can be effected.

The superstructure of the South Pier is in so decayed and dilapidated a state, and the greater portion of it, east of the Ferry Recess, is so much exposed to the severe gales of Lake Ontario, during which the sea breaks heavily over the Pier, that its destruction may be looked on as probable the next heavy storm. The necessity for its repair therefore, as soon as possible, is urgent.

The expenditure upon this work in 1857, was as follows :

Light keeper's dwelling, store, &c.....	\$1,760 00	
Ferry scows.....	520 00	
Repair to north pier.....	1,940 00	
		\$4,220 00
1858.		
Light keeper's dwelling, store, &c.....	640 00	
Light house foundation, superstructure, lantern and lighting apparatus, coal oil, &c.....	10,479 98	
Repairs of north pier.....	14,700 00	
Superstructure do do	843 00	
		26,662 98
Total expenditure 1857 and 1858.....		\$30,882 98
Appropriations towards the work, 1857 and 1858 :		
20 Vict. ch. 17.....	\$19,720 00	
22 " " 83	25,645 00	
		\$45,365 00
Balance unexpended.....		\$14,482 02

PRESQU'ISLE.

Suitable buoys were prepared for the defining of the Old Channel, in the early part of the past season, and were placed under the direction of the Harbor Master, who has the charge of removing them on the close of the navigation, and of replacing them in the spring, or at any time that they

may be displaced by Vessels or by Storms. A Steam Vessel has been procured, and is now available towards the effecting of a new direct entrance to this important Harbour, as recommended in a former report, so soon as the necessary funds are provided.

PICTON HARBOR.

The Dredge Vessel, which had been proposed for the work at this place, was detained at other work near Kingston, until the season was far advanced; owing to which, together with the state of the monetary affairs, no progress has been made at Picton. The vessel is now at the spot, and ready for work on the opening of the season, should it be determined upon.

OTTAWA WORKS,

Connected with the passing of Lumber.

Full and detailed information on the state of each of the works constructed under this Department upon the river Ottawa and its tributaries, for the passing of lumber, will be had on reference to the report of the Superintendent. See Appendix Letter D.

From that report it will be seen that the working of the several slides has been efficient during the past year, in the course of which considerable necessary repairs have been effected—those which are still required to be done, prior to be break-up of the ice, are also set forth in the report of the Superintendent.

The improvements on the north branch of the Petewawa, which had been authorized, have been completed and give general satisfaction to the parties using them. As the great advantages from the improvement of this north branch became manifest, the parties lumbering on the south branch of that important river memorialized to have it also improved—the memorial states “the vast amount of benefit accruing to those who manufacture timber on the north branch from the improvement of it,” and urge their claim to the improvement of the south branch; they have also expressed their willingness that a rate of tolls shall be levied sufficient to cover the cost of maintenance and interest on the outlay. This memorial being referred to the Superintendent, a copy of the report made upon the subject by that officer is hereunto appended. See Appendix Letter E.

Upon the Madawaska River a shoal or reef of rocks known as the Ragged Chute, above the slide at the high falls, has been complained of very much by the parties lumbering on that river, as causing serious destruction to their property annually in passing over it. A strong petition having been lately presented by them praying for such improvement as would remove the evil, the Superintendent was directed to examine it, and his report will be found in the Appendix Letter F. It will be seen from this report that the representations of the memorialists are fully sustained, and the improvement is strongly recommended; and should it be carried out the parties express their readiness to pay a rate of tolls fully sufficient to

maintain the work and cover the interest upon the expenditure. The undersigned consider it right to add that the several works constructed on the Ottawa and its tributaries, without exception, return a most ample revenue compared with the outlay upon them, and they have no doubt but that the improvements now called for and above referred to, on the Petewawa and Madawaska, should they be effected, will prove equally satisfactory and remunerative.

PORTAGE DU FORT ROAD.

A contract for the making of the Portage du Fort Road has been entered into with Mr. Geo. E. White, of Portage du Fort, for a sum within the amount of the estimate. The works are progressing satisfactorily, and will be completed by the end of this year.

By it, the lumbering operations on that section of the river, embracing the running of all the slides from Portage du Fort to the Calumet, both inclusive, will be materially facilitated, and the cost reduced. The want of this road heretofore has added much to the expense of the transport of the lumbering supplies; arrangements, are already made to place a steamer on the river, immediately from the head of the road, when it is completed.

ARNPRIOR BRIDGE.

This bridge, on the main line of road between Ottawa and Pembroke, had been originally built in connexion with the extension of that road, the opening of which was then carried on under this Department; at that time the population in that section was very sparse; no steamer was then on the Chats Lake, and the opening of the road in question tended materially to lessen the cost of transport of the supplies to the lumbering districts.

Under the present circumstances of that country, the undersigned are of opinion that the maintenance of the bridge is incumbent upon the municipalities, and that no further expenditure should be incurred upon it through the medium of this Department.

CHAUDIÈRE BRIDGE.

The iron work of this bridge has been well cleaned and painted since the date of the last report of this Department; on a recent close examination of the roadway of the bridge, decay in the supporting timbers of it was found to have made considerable advance, so much so as to render its immediate repair unavoidable. From the injurious effects upon the timber exposed to it by the spray constantly arising from the river there, the undersigned are disposed to recommend that angular iron beams and trusses should be substituted; comparative estimates of their cost, compared with those of wood will be made; but in the meanwhile the repairs necessary for the safe passing of the bridge must be carried out.

RIVER ST. MAURICE.

Works for Lumbering Purposes.

The works conducted for the facilitating of the descent of lumber down this River have been maintained for the season in good working order and at a moderate cost. From the report of Mr. Symmes, the Superintendent of these works (see Appendix letter G), it will be seen that a considerable saving has been effected in the cost of maintenance and Office Establishment during the past year, during the course of which the works have sustained no injury beyond ordinary wear and tear. He refers to several improvements that might be effected in the works, but under present circumstances it is not desirable to incur any outlay whatever, except in repairs absolutely indispensable.

With respect to any expenditure at La Tuque, connected with the Booms to which Mr. Symmes refers, the undersigned are of opinion that such is not expedient at present: To this conclusion they are led by the confidence they place in the experience of Mr. Merrill in such matters, who made a special examination of, and report upon that part of the River St. Maurice last year, and he states that the Booms are not necessary until a Slide is built; and also, from the fact that Mr. Symmes has not yet visited that section.

SAGUENAY WORKS

For Lumbering purposes.

The purposes for which those works were undertaken and the nature of them have been explained in previous reports. The dams, seven in number, were let out by contract to Mr. Gagnon, at the Estimate of the Engineer, and were satisfactorily completed in May last.

The estimated cost of all these works, embracing the dams, slide, booms, piers, submitted to the Legislature was £10,500, towards which, the sum of £3,500 was appropriated in 1856; in the winter of 1856-57, during the low water, the contractor was authorized to proceed with the rock excavation, and the getting out of lumber for the works of the slide, it being indispensable that no time should be lost in completing it, as without it, the effect of the dams was effectually to bar the descent of lumber, and to put a stop to the lumbering operations on the River.

After the payment for the construction of the dams, the balance left of the appropriation was by no means sufficient to cover the cost of the rock excavation and of the procuration of the material above adverted to, and until a second appropriation of a like sum to the first was made, the work was suspended and the operator put to some loss; since that period the works of the slide have been pushed forward with energy under many disadvantages,—all the timber for the slide is got out and delivered— one half of the rock excavation is done, and more than one fourth of the slide is constructed. Mr. Gagnon complains of the expenses he was put to in consequence of the suspension of the work, and also, that owing to the much

greater labor and costs, in getting materials, provisions, &c. to the site of the slide, beyond that of delivering them at the dams, the rates of prices for the latter will not be sufficient for the former. The undersigned however are of opinion that the amount of the Estimate will be found sufficient to cover all. It will be necessary to afford a facile route of communication from one work to the other for the use of the parties passing timber, also to erect a house for the slide master, and for the men occasionally employed, and the undersigned are of opinion that the small Saw Mill erected by the contractor for the cutting of plank and scantling for the work, should be acquired on his being done with it, as such works require annual repairs for which lumber is indispensable, and there would be no means of procuring it otherwise, except at a vast cost.

The Mill could be in charge of the slide Master, resident on the spot, who could work it when necessary, and who should be selected for his capacity to perform such duties.

PIERS ON THE RICHELIEU RAPIDS.

River St Lawrence.

These works on being abandoned by the contractor in November 1857, as stated in the last report, were proceeded with under the management of an officer of this Department, with a view of securing them against the effects of the break up of the river, the following spring; but the season was then so far advanced it was not possible to complete them. The result has been that about $4\frac{1}{2}$ feet of the top of two of the piers and part of the vertical sheeting was carried away. From the unusual height at which the waters have stood, it was considered inexpedient to continue the work the past year, and as the portion of the piers which remain is not likely to be effected by the ice next spring, no further injuries to them is anticipated, until they can be completed, and secured. For protection against the effects of the ice, the exposed parts of the cribs must be well covered with boiler plate iron.

Upon this work, including superintendence, &c. there has	
been paid,	\$13,527 26
Their repairs and completion is calculated at least at	3,060 00
	\$16,527 26

The undersigned take leave to repeat the last paragraph in the report of last year upon this subject: "To what extent the benefits (expected by the parties whose influence obtained the appropriation) will be realised, if at all, by the erection of these piers, the undersigned will not venture to predict; the natural forces to be contended with being many and of vast magnitude."

LAKE ST. CLAIR FLATS.

Early in the year 1855, a deputation from the Boards of Trade of Buffalo and Chicago waited upon the Government of this province, for the purpose of obtaining its aid, towards the deepening of "the flats" of Lake St. Clair; the shallow water in the channel through which, was the cause of great annual delay and expense, by the detention thereby to deeply laden vessels, involving cost of lighterage, &c.

The deputation being referred to this Department, a report was made by the Commissioners on the subject (see Appendix letter H) and in accordance with the recommendation in that report, the Provincial Government pledged itself to contribute the sum of 20,000 dollars towards the work, on conditions set forth in the report; and in accordance with them, a contract was entered into in June, 1855, for the execution of the work, by parties in the United States duly authorized to do so. By the month of October of that year, a channel was dredged partially through the shoal, reported to be about 60 feet wide and having a depth of 13 feet.

The work was inspected in November of the same year by officers connected with the United States Topographical Bureau who found the channel so dredged, had silted up about 12 inches, from its not having been opened throughout.

The progress of the work was suspended about that time, and on these officers making a subsequent examination in October, 1856, they found some further silting had taken place, and that piles, which had been driven for the protection of the ends and sides of the channel, were carried away by the ice.

In 1856, the United States Government made a grant of money towards this work, which with the use of the dredge-vessels, &c. was equivalent to about \$50,000, and a second contract being entered into, the work was resumed in June 1857. In August of that year, application having been made for the sum promised by this province, the Engineer of this Department was instructed to visit and report upon the state of the channel. On his examination of the work, in the latter end of August, he was met by the contractor and the United States officers in charge of the work, from whom he received every information and assistance he required.

In his report he stated, that he found the channel dredged to be 200 feet wide by 5,600 feet in length, with a depth generally of 15 feet, the least water being $14\frac{1}{2}$ feet, so that making allowance for the then height of water over ordinary low water, the channel might be considered to have from $11\frac{1}{2}$ to 12 feet of water in the usual low state of the lake.

A light-house and a leading beacon, at the north-east end of the cut, were also in progress of construction by the United States, the expense of which was defrayed from a separate fund.

The idea of protecting the channel by piling had been given up, and in lieu of it, the slope of the slides was to be increased to 1 in 20, being that of the natural channel. Since it has been cut clear through the shoal, no silting has taken place, and it appears to the undersigned, that with such slopes, and the larger body of water having free course through it, the shoaling of the channel hereafter is not to be apprehended.

Mr. Page, the Engineer of the Department, while on the spot, pointed out such details as he considered necessary to be done. In November

last, another examination of the work was made by Mr. Page whose report on the state of it is very satisfactory. (See Appendix letter I.)

He found the channel being carried to 270 feet in width, and that to cover the cost of the amount of dredging to obtain that breadth, and to perform the other works pointed out by him while on the spot, the sum undertaken to be given by this province would be sufficient. It has accordingly been paid. It would appear that the United States contemplate still further increasing the capacity of this channel, which will be of material importance to their trade as well as to that of Canada.

CANADIAN STEAM COMMUNICATION WITH THE LOWER PROVINCES.

In consequence of a communication received by His Excellency the Governor General of this Province from the Lieutenant Governor of the Province of New Brunswick, dated Frederickton, 5th March, 1858, respecting the establishment of a system of steam communication between Canada, Nova Scotia, Prince Edward's Island and New Brunswick, for the purpose of facilitating postal arrangements and trade and intercourse between these several provinces, the granting of an appropriation was recommended to the Legislature at its last session, and the sum of \$10,000 per annum was granted towards this service on the part of Canada, with the view of its being continued for three years from the time the service should have been entered upon.

On the authority of an order in Council of 10th April last, an engagement was made with Mr. Baby, who had at command the only boat suited for the service, to establish steam communication between Canada and the Lower Provinces, by making at least two trips per month from Quebec.

Under this engagement the iron steamer "Lady Head" was placed on the line early in the month of June, since which time the trips have been regularly made.

A contract based on this engagement and to continue three years, dating from 1st June last, was, under the authority of an order in Council, concluded with Mr. Baby. The subsidy being the amount of the appropriation, and to be paid in two instalments---one on the first of August and the other on the 1st of November of each year.

The establishment of this line has been very favorably received, and there is no doubt but that it will conduce importantly to the attaining of the benefits expected upon its being undertaken.

CANADIAN OCEAN STEAMERS.

The admirable manner in which the service under this head has been performed, during the past season, is so well understood, as to render it unnecessary to make any detailed report upon it. In the Appendix letter K. will be found a table, furnishing the dates of departures and arrivals--length of voyages--number of passengers, and the cargoes carried by this line of steamers to and from the St. Lawrence, for the year 1858. The performance of the duty to and from Portland has been equally prosperous and satisfactory.

TUG SERVICE BETWEEN LACHINE AND KINGSTON.

No complaints whatever have been made, during the past season, against the manner in which this service has been performed, by any party interested in having it efficient. From this, the undersigned conclude that it has been satisfactorily performed, and the conditions of the contract fairly carried out.

TUG SERVICE BELOW QUEBEC.

The arrangement with the contractor having assumed a variety of phases from time to time since the contract was originally entered into, the undersigned consider it necessary to advert to the subject generally on this occasion.

The necessity for the establishment of this towage line was impressed strongly on the Government by several parties deeply interested in fostering the trade of the province: they represented that notwithstanding the large outlay on the construction of a series of canals, but a very small proportion, comparatively, of the Trade of the West, for the transit of which this expenditure was incurred, has been diverted into it from the American routes, notwithstanding the great natural advantages of the former--this was reasonably attributed to the excessive rate of freight from Quebec to England over that from New York.

It was naturally and confidently assumed that an important reduction of freight charges from the St. Lawrence would be ensured by the establishment of an efficient line of tug-vessels, through the means of which,

the delays and risks in the navigation below Quebec, would be, to a great extent, avoided, cost of insurance lessened and the rate of freight proportionately reduced.

The project being submitted to and approved of by the Legislature, an appropriation was made towards carrying it into operation. Tenders were called for by public advertisement, and that by Mr. Baby was accepted, being the lowest and most advantageous.

Upon entering into a contract of this nature, in the absence of any experience or previous data from which the proceeds or revenue of the towage to be performed under it could be calculated on with any, even a remote degree of confidence or safety, both parties were, necessarily, much in the dark.

The Contractor, on the one hand could with certainty reckon up the cost of outfit, maintenance, insurance &c, but was enable to guess only very vaguely at what the returns from it might be beyond the bonus to be paid him.

So, on the other side, the government was equally without the means of determining what the extent of reasonable aid or bonus to be given should be, or to decide as to the number, description and power of the vessels which they should require the Contractor to place on the line.

The difficulties arising from this uncertainty were soon felt. Instead of the class of vessels first required by the Contract, namely, wooden paddle wheel vessels of but comparatively small power, it was ascertained that in order to obtain the object in view, it was indispensable that a much more powerful description of vessels should be put on the line.

The Contractor suffering from the small demand for the services of his boats, and the consequent limited receipts therefrom made, in the year 1856, a reduction in the authorized schedule of rates, and in 1857, the Board of Trade of Quebec, under the impression that if time was given for the full developement of the benefits to be had from the employment of the Tugs in the lessening of risk and delay and of insurance, the underwriters, merchants and owners of vessels, would find it their interest largely to avail themselves of towage, represented to the government the expediency of having a large reduction made in the Tariff for a few years.

Upon such representations the government was induced to make an arrangement with the Contractor (by an order in Council 16th June, 1857) whereby in consideration of his making certain specified reductions in the rate of the Contract Tariff, this Department was authorized to make him compensation by a certain percentage, on the amount of the work performed.

The contractor has not only made the reduction specified in the order in Council, which averaged from 30 to 50 per cent, but found himself under the necessity of making a uniform reduction of 50 per cent throughout.

Notwithstanding this, it is to be regretted that the Shipowners availed themselves, either in the years 1857 or 1858, only to a limited extent, of the Tug Vessels.

The undersigned however cannot but believe that the time is not far distant when the important benefits to the trade of the St. Lawrence, which this line is capable of ensuring, will be perceived and duly appreciated by the underwriters, merchants and others.

PIERS BELOW QUEBEC.

These piers are generally in a good state of repair, no outlay on any of them has been required during the past year, except on that of Malbaie; there a small expenditure was necessarily incurred upon the more effectual protection of the outer end against the action of the sea.

As repeatedly reported in reference to these works, it is desirable that a person should be put in charge of each, to guard against the risk of injury by fire or otherwise—fires have been frequently lighted close to some of them, and in more than one instance upon the pier itself. A small toll might be authorized to be exacted from parties availing themselves of the pier, from which the person in charge might be paid.

LIGHT HOUSES BELOW QUEBEC.

The several Light Houses undertaken by this Department, in the Gulf of the St. Lawrence and Strait of Belleisle, have been fully completed, the lighting apparatus fitted up and duly tested, and each station fully equipped with the necessaries for their maintenance and repair. Keepers trained to the management of the machinery of the revolving or flashing lights and the use of tools for repair in case of accident, have been appointed.

After trial, the respective lights were first exhibited for the purpose of navigation in the early part of the past year.

Their superintendence and management has been lately transferred, by order of the Government, to the Trinity House of Quebec.

With respect to the several other Light Houses stated in the last report of this Department, to be much required for the safe navigation of the River and Gulf, the proper site for each has been determined upon, but owing to the state of the finances no further action has been taken.

It is highly desirable that progress with the two first class light houses, one in the vicinity of Cape Ray, on the south-west point of Newfoundland, the other on the coast of Labrador, in the neighbourhood of Cape Whittle, as well with the two or three of the less expensive houses between Quebec and the Saguenay, all recommended in previous reports, should be authorized as soon as possible.

GROSSE ISLE—QUARANTINE STATION.

The expenditure at this station the past year was £771 5 5, in this sum is not included the cost of the establishment, &c., but merely the outlay under this Department upon sundry repairs, &c., referred to in the last report—taking down temporary sheds and converting the materials to other purposes—providing a dwelling for the Police and their families—a residence for the Steward—a kitchen for the Medical Superintendent—general repairs to roofs—laying down drains, &c.

The charter of a Steamer, at the cost of \$5000, for the conveyance of Emigrants, forms another item connected with this service. The Superintendent reports an expense of not less than \$3242 will be requisite this year upon the repairs of the sundry piers, and of the hospital, sheds, dwellings, &c., on several of which it is not long since outlay had been incurred.

The undersigned consider the constant and heavy sums that are represented annually to be required on this Island are much to be regretted. No doubt, the very inefficient and temporary character of many of the buildings and the hurried manner in which they were put up, would appear in some degree to account for such constant outlay, but prior to any expenditure this year, it is proposed to make a close examination as to the necessity and nature of every item of repair or alteration called for, so as to put a stop, as far as possible, to this drain of public money.

TEMISCOUATA ROAD.

The works of this Road have been for some time wholly suspended, in obedience to an order given to that effect in September last by the then Chief Commissioner, in consequence of its being ascertained that extra work, not embraced in the original Engineer's estimate on which the contract was based, had been done to such an amount as to leave the balance of the sum voted for the making of the Road wholly insufficient to accomplish it.

The directions to stop the works were conveyed in a letter to the Superintendent intimating "that it was the intention of Government to close the contract with the present contractor: You (the Superintendent) are therefore to inform the contractor of that intention and to see that no more expenditure is incurred until further instruction."

Upon being apprised of this decision, the contractor called for a settlement in full and to be paid for all the work done, as follows:

Total value of work claimed under contract.....	£14,853	5	3
Amount of extra certified by Superintendent.....	7,401	18	11

Total value of work done	£22,255	4	2
Amount paid.....	20,278	0	0

Balance claimed.....	£ 1,977	4	2
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The whole matter is now under the consideration of Government.

It is very desirable that some decision should be come to as to the finishing of the Road. From the character of the country through which it passes and the nature of the soil, if the works are left as at present for any length of time, they will suffer material deterioration, the security of some of the structures will be jeopardized, and the ultimate cost of completion much increased.

MATAPEDIA ROAD.

This road is divided into two sections, the north and south.

The former lies all within the County of Rimouski, and extends from the St. Lawrence, near St. Flavien, to the south end of Lake Matapedia.

For the first fourteen miles, the route is a new one, judiciously selected by Mr. Baillargé, and much more favorable as to grades than that portion of the old Kempt Road, for which it is a substitute : For the remainder of the route to and along the lake, the line follows the Kempt Road in many parts. No appropriation has yet been made for this work, which has therefore not been commenced, but as the works of the south division are progressing rapidly, it is very desirable that the work of the north division should be undertaken as soon as possible, so that the communication may be opened throughout.

Of the south division, a part, that between Lake Matapedia and the line dividing the Counties of Rimouski and Bonaventure, lies in the former County, the remainder is in the latter County, and terminates on the Bay of Chaleur.

Where the grades &c., of the Kempt Road rendered it advisable so to do, the line of it was adopted, but the greater portion of this south division consists of new road. The works were laid out by Mr. LeFebre, and let in small section to parties in the vicinity, and his management of it has been economical and judicious—about 7 miles of the most difficult and expensive portions are completed, and 2 miles more are in a passable state ; on these parts, were embraced the heaviest cuttings and retaining walls, and upwards of 1608 lineal feet of bridges have been built.

On the parts of the Kempt Road that have been followed, the bridges are stated to be in a very bad state, but the Superintendent strongly recommends that the opening and forming of the road throughout should be effected, before outlay is incurred on the repairs of the bridges.

The land along the road is represented to be of good quality, and well adapted for settlement, which, since the improvement of this communication has been undertaken, is rapidly taking place. In fact, as the works of the road extend on from the Bay, population follows immediately in their wake.

GASPÉ ROAD AND MATANE AND CAP CHAT ROADS.

The former road may be looked upon but as the extension of the other, and the entire may be divided into two divisions, the Eastern and the Western.

The Eastern Division is that portion within the County of Gaspé projected from the Gaspé road (formerly made by government, and terminating in the eastern settlements of Gaspé), to run west on the north side of the County, until it meets the Western Division, commencing at Matane and running eastward along the St. Lawrence.

With this, the Eastern Division, no progress has yet been made, some difference of opinion existing as to the best line to be adopted for it, and that on which the sum appropriated should be expended.

According to the division here made of this road, the Western Division is that lying within the County of Rimouski, and hitherto has been known as the Matane and Cap Chats road.

The works of this road are under the management of Mr. Alex. Fraser, and their progress has been very satisfactory the past season. The greater proportion of the bridges are built. A large number of the small sections in which the line was divided for letting has been completed, and others are in progress.

The works could have been much more advanced the past year, was it not for the expediency of restricting expenditure as much as possible.

Four of the wooden bridges were destroyed by the great fire which raged there, but their rebuilding will be completed by May next, so as to allow of the ordinary travel over the road: To guard against a recurrence of such a casualty, the wood has been cleared away for some distance on both sides of the bridges.

To complete this road an additional appropriation of \$6,000 will be necessary.

GRANDE BAIE AND MALBAIE ROAD.

The line and object of this road have been described in a former report, The season was far advanced before the works were resumed the past year, but since then they have progressed satisfactorily, and Mr. Paschal Bouchard, under whose direction they are carried on, would appear to have arranged them very judiciously and economically.

For detailed information as to what has been effected, and the sum expended the past year, see Appendix letter L.

PUBLIC BUILDINGS.

COURT HOUSES AND JAILS.

MONTREAL COURT HOUSE.

This building is completed and in charge of the Prothonotaries. An expenditure was incurred during the past year of about \$1000 in adding to the means of heating the most distant portions of it.

MONTREAL JAIL.

The inadequacy of this Jail, as well of all the others in Canada East, has been fully represented in the several annual reports made by this Department. These buildings may be said to be wholly deficient in every essential of a proper Jail, whether as regards heating and ventilating, and the health, safe keeping, classification and reformation of the prisoners.

The late Act 20 Vict. cap. 28, having provided for the appointment of a number of Prison Inspectors, a portion of whose duties will be to inspect and report upon the state of the Jails generally, and to submit plans and suggestions for such ameliorations, as, in their opinion, are required for their better construction and management, but little expenditure has been incurred upon them by this Department during the past year, and that little has been confined to such repairs as were urgent. No outlay has been made upon the Montreal Jail in 1858, the several additions and improvements, the necessity for which has been so often set forth by this Department, will no doubt receive the early attention of the Prison Inspectors.

AYLMER COURT HOUSE AND JAIL.

The amendments to this building, the necessity of which was stated in the presentment of the Grand Jury for the District, have not been undertaken by this Department, no funds for that purpose having been placed at its command. They remain therefore for the action of the Prison Inspectors.

During the year 1858 a sum of about 500 dollars was expended in the liquidation of an outstanding account for the heating apparatus, which as it did not work well when first constructed, the account was not paid until some alterations were made.

THREE-RIVERS JAIL.

A trifling expenditure upon general repairs was incurred on this building early in 1858, and towards the close of that year it was found necessary to enter into contract for the re-tinning of the roof which will involve a cost of about \$500.

SHERBROOKE COURT HOUSE AND JAIL.

From the very delapidated state of these premises, authority was given to this Department for the repairs most pressing, which will be completed by the first of June next at a cost of about 3200 dollars.

 QUEBEC JAIL.

Some small expenditure has been incurred the past year upon the drainage for this building. The site for the intended new Jail has not yet been decided upon.

 NEW JAILS AND COURT HOUSES.

Under the new Judicature Act applicable to Canada East (20 Vict. cap. 44) twelve new Districts have been set off, to wit :

DISTRICT.	CHEF-LIEU.
1. Terrebonne - - - - -	St. Scholastique,
2. Joliette - - - - -	Industrie,
3. Richelieu - - - - -	Sorel,
4. Saguenay - - - - -	St. Etienne de la Malbaie,
5. Rimouski - - - - -	St. Germain de Rimouski,
6. Montmagny - - - - -	Montmagny,
7. Beauce - - - - -	St. Joseph de la Beauce,
8. Arthabaska - - - - -	St. Christophe,
9. Bedford - - - - -	Nelsonville,
10. St. Hyacinth - - - - -	St. Hyacinth,
11. Iberville - - - - -	St. John,
12. Beauharnois - - - - -	Beauharnois,

by a subsequent Act 22 Vict. cap. 5, the District of Saguenay was divided and a new one created, namely :

13. Chicoutimi - - - - -	Chicoutimi.
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The first named Act required that the respective municipality of the County in which the chef-lieu was situated should select and furnish a site free from all encumbrances on which the Court House and Jail was to be built. Such site to be examined and reported upon to His Excellency the Governor General for approval by this Department. Most of the sites have been accordingly so fixed on, and authority was given to this Department to advertise and receive tenders for the erection of these buildings, upon an uniform plan prepared in this office.

As usual, very great discrepancy of price was exhibited in the tenders sent in, the lowest of which for all the buildings, that of Messrs. Sinclair & Skelsy, was, under due authority accepted, and the contract is on the eve of being entered into.

This contract provides that each building shall be completed on or before the 31st of August, 1860, or within eighteen months after the contractor is put in possession of the site.

The plans, it is believed, will be found to afford as many of the essentials for proper prison discipline as the limited sum appropriated would admit of; the amount available for each has been appropriated in the manner most conducive to the best internal arrangement of the buildings, and where omissions have necessarily been left, they relate principally to external work, which can subsequently be done by and at the charge of the respective municipality as provided for by the Act.

 CUSTOM HOUSES.

CUSTOM HOUSE, QUEBEC.

In consequence of the difficulties stated at length in former reports of this Department, and in obedience to an order in Council to that effect, the works of this building had been suspended in January, 1857. They were resumed in the latter end of September, 1858, under the authority of a letter addressed to the contractor by the then Chief Commissioner, containing the condition that certain claims made by the contractor for losses represented as having been sustained by him in consequence of the stoppage of the work, non-payment of his estimates, &c., should be left to the sole settlement of the Engineer of this Department, to which the contractor conveyed his assent.

On the 2nd December following, in obedience to instructions given by the Chief Commissioner to that effect, the Engineer made an examination of, and report upon the state of the works, accompanying it by a debit and credit statement, showing the sum which, in his judgment, the contractor was entitled to receive on account of such claims.

The amount demanded by the contractor was £5,561, that adjudicated by the Engineer to him £3,937 2s. 1d.

The report goes to show that the work done is of a very superior character in all respects, and the materials provided for its completion unexceptionable. Some injury had been done by the weather to the brick work during the suspension, the reparation of which is provided for in the settlement proposed by the Engineer.

The artificial foundations necessarily put in, at much expense, have proved, so far, perfectly stable; and, it is expected, the whole building will be completed by next September.

The extra work rendered necessary by the nature of the foundations, &c., and already done and paid for, amounts to £8,954 3s. 7d., in addition to this sum the Engineer estimates other extra work, indispensable in his judgment, (after making reduction for work to which the contractor was bound, but which may be omitted) at £1,121 4s. 6d., making the cost of the necessary extra work upon the building amount to £10,075 8s. 1d. If to this sum be added £3,937 2s. 1d. awarded by the engineer to the contractor for losses sustained by him, arising from the suspension of the works, it will appear, that the aggregate amount of extras and compensation will be £14,012 10s. 2d. beyond that provided for by the contract.

 MONTREAL CUSTOM HOUSE.

The inadequacy of this building has been strongly and repeatedly urged by the Collector of the Port, and has also been represented in former reports by this Department. The undersigned have nothing to add to the observations upon this subject to be found in the report of 1856, further, than that the increasing revenue of the Port demands enlarged accommodation at as early a period as possible.

TORONTO CUSTOM HOUSE.

A sum of about \$300 has been expended during the past year upon some small alterations, and the general cleaning and partial painting of the building.

KINGSTON CUSTOM HOUSE.

This edifice is completed and is now fully in use for the performance of the duties of the Port. The lot has been suitably enclosed. Some moisture in the attics is complained of—which arises from their sufficient ventilation not having been provided for—an outlay of about two hundred dollars will remove this evil, and prevent any damage hereafter to the pipes of the portico which have been injured by the action of the frost.

HAMILTON CUSTOM HOUSE.

Since the date of the last report, tenders have been received for the erection of this building, and the lowest, that of Mr. Murison, a contractor of great respectability, was accepted.

Some extra expenditure had to be incurred in putting in the foundations, found to be necessary upon excavating to the subsoil; this extra expense will be more than covered by dispensing with the stabling and some other outbuildings originally contemplated. The basement walls are up to the ground level, and have been well secured from frost, until the masonry is resumed in spring. Considerable progress is being made in the preparation of the cut stone, joiners' work and other materials, and there is little doubt that the building will be completed within the time stated in the contract, namely the 31st October of this year.

P O S T O F F I C E S .

QUEBEC POST OFFICE.

No action has been taken towards the erection of this building since the last report.

MONTREAL POST OFFICE.

A small expenditure has been incurred to afford increased facilities for the operations of the money orders and registration offices.

KINGSTON POST OFFICE.

This building recently completed has been handed over to the proper authority. The Post Office Inspector of the division has made a requisition for sundry fittings and requirements necessary to carrying on the business of the office, which were not embraced in the contract for the building; the cost of these, it is expected, will be covered by the balance of the appropriation remaining unexpended.

TORONTO POST OFFICE.

A small outlay has been incurred in repairs and some trifling alterations.

HAMILTON POST OFFICE.

The roof of this building has undergone some partial repairs. Improvements and alterations have also been effected to the drainage, ventilation and heating. The Superintendent reports that a more thorough repair of the slated roof will be requisite in spring, and also that the porches and double doors to the public and private entrances, applied for by the Postmaster, are much needed; as well as certain precautionary works against fire, where the hot air flues pass near the wood work.

These requirements being obviously desirable on the score of economy in heating, and for the safety of the building, it is proposed to insert in the estimates a sum necessary to cover their cost.

LONDON POST OFFICE.

The erection of this building has been contracted for by Mr. Elliott, a contractor of experience and high standing in that section. Satisfactory progress has been made up to the closing in of the winter, against the effects of which, on the fresh masonry due precautions have been taken. All the cut stone, ashlar and joiners' works are being prepared for an early resumption of building operations in April next; the period for its completion is the 1st November of this year.

GOVERNMENT HOUSE AND PUBLIC OFFICES.

TORONTO.

The expenditure during the past year on all those buildings has been so trifling and confined to matters of minute detail and ordinary repairs, it is not considered necessary here to enter into the particulars. The Public Accounts will show the amount and nature of the expenditure.

The creation of the Railway Board and its staff caused a necessity for providing accommodation for the discharge of the duties connected with it, the expenditure involved therein being five hundred and twenty-five dollars.

NORMAL AND MODEL SCHOOLS, QUEBEC AND MONTREAL.

The observations under the preceding head apply equally to this.

MARINE HOSPITAL, QUEBEC.

The works of this building are now approaching completion. The new wing is nearly finished, the addition has been made to the lot and its enclosure effected. The reconstruction of the wharves connected with the premises is well advanced. The bodies which had been interred from time to time about the Hospital, have been exhumed and re-interred. The old and insufficient shed formerly used as a fever hospital has been taken down and replaced by a more suitable building.

The foregoing works had been estimated for on the principle of their being executed by contract, and an appropriation made accordingly; but owing to the great distress which prevailed among the laboring classes in Quebec last winter, a portion of the work was done by day labor, and the cost thereby increased, on which account a further sum of about 5000 dollars will have to be appropriated.

GUN SHEDS.

An expenditure, in the aggregate of about one hundred dollars has taken place in the gun-sheds at Quebec and at Toronto during the past year.

On that at Hamilton, the sum of about fifteen hundred dollars was paid the same year; of this, about eleven hundred and four dollars was for the purchase of the lot, and the remainder chiefly expended on sundry works connected with the fitting up of the harness-room, introducing gas, and putting iron bars to the windows for the safe keeping of the arms, &c. These works were completed late in 1857, but the cost of them appears in the accounts for 1858.

TORONTO BARRACKS.

Sundry works have been performed under this Department connected with this property, which under the terms of the transfer of certain ordnance property by the Imperial Government to this Province, has to be kept in efficient repair by the latter. The expenditure has chiefly been upon the

repairs of the road and foot-way leading to the barracks, upon the opening and clearing of the drains, emptying the cess-pools, removal of the privies and the erection of others, in a position less obnoxious than that upon which the old ones stood. The aggregate of this outlay has been about 2197 dollars.

LEGISLATIVE BUILDINGS, TORONTO.

*The cost of the works executed immediately before the last session of Parliament is necessarily brought into the accounts of 1858. It amounts to 1106 dollars and cover the expenditure upon the securing and repairing the roof of the building generally, which had been in a very dangerous state, the repairs and the re-ceiling of the Assembly Hall and Legislative Council Chamber, the securing the reporters' galleries, certain improvements towards the better ventilation of the building, some new carpetting, &c.

In the course of the year 1858, the furnaces have been altered to meet the requirements of the Companies with whom insurances have been effected. The drains also have been opened, enlarged and repaired. The additional accommodation contingent upon the increase of the Legislative Council has also been provided, together with the necessary fittings, &c., and provision made for the convenience of the reporters. The cost of the works during the year 1858 will amount to the sum of 9918 dollars.

LUNATIC ASYLUMS.

Upon the Toronto temporary female branch of the Provincial Lunatic Asylum, an expenditure of 96 dollars has been incurred during the past year, chiefly upon the raising of the chimneys, to improve their draft and upon some ordinary repairs.

CRIMINAL LUNATIC ASYLUM, KINGSTON.

The site for this building has been acquired, and the plans prepared; as the carrying out of them would materially affect an adjoining property, it was considered advisable to delay the prosecution of the work until a satisfactory arrangement could be entered into, a delay rendered the more expedient by the state of the finances.

The stone buildings, which were upon the property, on its being purchased, have been appropriated to the accommodation of the Medical Superintendent, and as a prison for a limited number of female criminal lunatics; thereby, so far, relieving the overcrowded portion of the penitentiary for this class of prisoners.

SUNDRY PROVINCIAL PROPERTIES, QUEBEC.

THE SEWELL PROPERTY.

The premises, known under this name, consist of a house and lot on the Esplanade adjoining the Royal Engineer's Office. It was purchased for the purpose of being converted into a Nautical School building. This project was abandoned, and the house which is in a business state is now made use of by the Volunteer Corps of Quebec. In the rear of it, a large stone building was erected as a gun shed, harness-room, armory, &c., for the Quebec Volunteer Artillery. It has been already referred to under the head of "*Gun Sheds.*"

CHATEAU ST. LEWIS.

This building is at present occupied by the Quebec Normal School. It is in a good state of repair. Some expenditure was incurred during the past year upon the repairs of the out-offices.

THE BONNER PROPERTY

Was acquired as a site for the new Jail proposed to be erected in lieu of that now occupied within the walls of the City, the situation of which is most objectionable, and the building itself and the lot on which it stands utterly insufficient and incapable of being transformed so as to afford suitable Jail accommodation.

A large amount (5600 dollars) is represented by the Superintendent of Public Buildings in Quebec as necessary to be expended upon its repair, which the undersigned, however, consider would be a wasteful outlay.

The Bonner property consists of a farm of about 38 acres, with two houses thereon; one of these with the farm is let for the sum of \$240 a year, and the other house is leased at \$100 per annum.

The military authorities having (as stated in a former report) raised objections to the erection of buildings on this property, as tending to interfere with the defences of the citadel, the commencement of the works of the Jail was suspended, in expectation that long ere this an interchange of property would be effected—this has not yet taken place.

An expenditure of about \$100 had to be incurred upon the repairs of the fences.

SPENCER WOOD.

From the length of time the Government House on this demesne remained unoccupied, and from the temporary character of most of the

building, considerable mischief to it was caused by damp, by the closing of the drains and other causes.

Some repairs were effected prior to the late visit of His Excellency the Governor General to that section of the province ; but the premises stand in great need of a thorough repair and cleaning up, embracing securing of the foundations, staunching the roof, general painting, &c. &c.

QUEBEC OBSERVATORY.

But a trifling expenditure has taken place in this building the past year.

SURVEYS.

An annual appropriation for expenditure under this head has been made for several years past. In the asking for and the granting of them originally, several beneficial objects were proposed,--one of the chief, being, the acquiring of such reliable information, surveys, plans, estimates, &c. as would enable the Government to form a safe opinion as to the practicability, cost or necessity of the various projects urged upon their attention from time to time, and so direct them as to the expediency or otherwise of recommending to the Legislature the granting of the supplies necessary to carry them out.

There can be no question as to the soundness of this course, but unfortunately of late years a practice has obtained in the Legislature of making appropriations for works, in many cases of a local character, and of the necessity, practicability or probable cost of which no reliable or sufficient information whatever had been previously obtained. In fact, in several cases those appropriations have remained a dead letter, in consequence of its being found, on subsequent examination, that the works for which they were granted, were not practicable nor deserving of being taken up.

The state of the finances necessarily puts a full stop for the present to the continuing of this evil system, which it is to be hoped will not be resumed.

The chief outlay under the head of survey during the past year, has been confined to the Ottawa section of country and to the exploration for some lines of road in the remote eastern section of the province.

In consequence of the several appropriations being exhausted, which had been made to meet the costs of the survey instituted with the view of ascertaining to what extent the chain of waters by the Ottawa and French River from Montreal to Lake Huron could be improved and made available, upon a suitable scale, for the trade of the West, through Canada, the operations of the survey were suspended and the establishments broken up. The amount expended thereon was £15741 8 10.

A further sum of £5000 having been voted last session for its prosecution, the survey is again in progress. The multiplicity of Mr.

Shanly's engagements, preventing his continuing to direct it, the extent to be surveyed, (or rather explored and examined—continuous survey not being necessary) was divided into three sections—the west, and much the most important section, namely from the mouth of the French River, Lake Huron to the mouth of the Matawan, was entrusted to Mr. T. C. Clark, a gentleman of high reputation and much practice—the second, from the mouth of the Matawan to Portage du Fort was allotted to Mr Perry, a gentleman who had been engaged upon the works of the Chats Canal under the Contractor, and the third, from Portage du Fort to Lachine, to Mr. Gallwey—who was resident engineer on that work while in progress—and was subsequently engaged upon the survey, &c., requisite to determine the best mode of overcoming the obstructions in the navigation, between the city of Ottawa and the Chaudière Lake.

It was necessarily late in the year before these parties received their instructions, and were authorized to proceed with the duties entrusted to them.

On the 20th of November last, Mr. Clarke started from Collingwood for the scene of his labors. From his report (see appendix letter M,) it will be found that, by energy and a capacity to endure fatigue of no ordinary character, he has been enabled to accomplish a great deal in the comparatively short time from his setting out to the date of his report. He has fully determined the character and capabilities of French River, from Lake Huron to Lake Nippissingue, he has made surveys and taken soundings, and levels of all the portions of it, where such were required for the general object in view—devoting no time unnecessarily to minute detail. He also traversed on snow-shoes, accompanied by two Indians, the whole circuit of Lake Nippissingue (some 200 miles) and satisfied himself as to the form of that Lake (of which no previous Map gives anything like a remote semblance) the nature of its shores, the variation of the level of its waters between the high and low state of the Lake, and the practicability or otherwise of maintaining them at a level much over that of its natural high water mark, which is about 6 feet above ordinary low water.

Prior to the commencement of their operations the gentleman having charge of each division was required to send in a statement of the numbers of the party (and their respective duties) which it was proposed to be engaged. The number returned by Mr. Perry it was considered expedient by the then Chief Commissioner to reduce about one half, and the Instruments allotted to and in possession of it being much greater than those with Mr. Clarke's party, it has not been considered necessary to incur the cost of purchasing the extra instruments called for by Mr. Perry's requisition of 11th last November, nor to authorize the increase of his party beyond the number dictated to him by the communication of the late Chief Commissioner.

The undersigned, concurring fully with Mr. Clarke, as to the expediency and unnecessary cost of taking soundings through the ice, in which a hole has to be cut for every sounding taken, and agreeing with that gentleman that the passing of a float or batteau in an open state of the River, having sounding rods attached to it, is a more practical, certain and economical mode of detecting any rocks or shoals that may

exist in the channel, have signified to Mr. Perry their opinion as to the uselessness of continuing the cost of sounding by boring through the ice.

The progress made with the survey of the division entrusted to Mr. Gallwey has been judicious and satisfactory. On working up to the northern end of his division, finding that the ground had been already gone over, and all the necessary examinations made by Mr. Norman, who had been engaged, under this department, on a survey of that section of the River for purposes connected with the establishment and letting of hydraulic powers, disposal of Islands not required for public purposes, &c., Mr. Gallwey reported that he considered it would be unnecessary for him to do again what Mr. Norman had done. Upon this Mr. Gallwey was instructed to proceed with the examination (and survey where necessary) of the river from Ottawa to Lachine, taking early occasion to examine, determine and report upon the nature and sites of certain improvements, represented and known to be very desirable, although not involving much outlay in that section of the River. Those more immediately referred to, are :

A floating or other light at the "*Batture de la Grande Ance*," about two miles below Pointe Claire.

A similar light at the crossing opposite "*Pointe Valors*," on the north side of the Chateauguay shoals.

A pier and stationary light on "*Green Shoal*," about nine miles below the city of Ottawa, and other lights or beacons in that part of the river.

Another important survey, connected with the River Ottawa, has also for some time been carried on by the direction of this department, and under the immediate management of Mr. Norman ; to this survey reference has been made a little preceding.

According as the water powers, most contiguous to Ottawa and other populous places were disposed of, applications were received for others, and many offers also made to purchase various Islands in the river, the names, positions, areas and values of which had not been previously defined nor known, and the sale of them has been heretofore suspended, lest their disposal might interfere with the subsequent improvement of the River.

It became of importance that an authentic survey of these Islands should be made, and levels taken to determine the positions and extent of the water power that might be established and the best mode of doing so.

All this Mr. Norman has accomplished in a short time and in a very economical and masterly manner, and he has also so conducted his survey, and compiled the Maps of it, as to render both largely conducive to the end for which the survey for navigation purposes was undertaken.

As the present duties of Mr. Norman, connected with the superintendence of the works of the Portage du Fort road, would not occupy all his time, the undersigned considered it advisable to direct him to continue the survey from the termination of his previous one, near the "*Sables Rapids*," through the "*Rocher fondu*" channel, to its junction with the main branch of the River, and so to conduct it, that it can be readily joined on to by Mr. Perry with his survey of the main River.

For information as to the progress made with the survey of the middle division under Mr. Perry, see that gentleman's reports, (appendix letters N and O)--and on the lower division under Mr. Gallwey, that gentleman's reports (appendix letters P and Q).

For details of the result of the survey for hydraulic and other purposes under the management of Mr. Norman already referred to, see his report (appendix letter R).

Upon the completion of the surveys of the respective sections, the undersigned are of opinion that it will be necessary to place the result of the entire in the hands of one gentleman, to make a general and comprehensive report.

All which is respectfully submitted,

JOHN ROSE,
Chief Commissioner Pub. Works.

H. H. KILLALY,
Ass. Commissioner of Pub. Work.

No. 1.

STATEMENT of the several Public Works under charge of this Department, which are in use and yield Revenue, showing the expenditure under the different heads during the year 1858, viz., on construction, on cost of repairs and management, the sums paid for land or property acquired for use of the works, and the amount paid for damages, the nett revenue collected from each with the cost of collecting it. Also, the total cost of construction under this Department to the 1st January, 1859.

NAME OF WORK.	Expenditure on construction during 1858.	Cost of repairs and management during 1858.	Land acquired for use of works during 1858.	Amount paid for damages during 1858.	Total expenditure on construction to 1st January, 1859.	Nett Revenue during 1858.	Cost of collecting revenue during 1858.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Canals.</i>							
Welland.....	82,099 11	104,695 97	300 00	471 00	4,458,498 53	208,361 30	6,784 37
<i>St. Lawrence Canals, viz:</i>							
Lachine.....	11,318 14	22,607 62			1,985,825 51	53,792 04	11,274 58
Beauharnais.....		17,744 91			1,572,153 98	605 09	829 88
Cornwall.....	5,306 44	19,370 31		34,652 45	457,766 96	183 04	625 56
Williamsburg.....	46 50	9,093 10			1,089,719 93		
Junction.....					211,231 33		1,125 00
Chambly.....		12,599 26			67,453 25	11,276 68	1,628 13
St. Ours.....		1,694 91		100 00	122,927 65	299 53	400 00
St. Anne's.....	3,219 17	959 05			110,975 75	4,907 41	627 08
Burlington Bay Canal.....	25,962 98				267,171 10	13,790 89	800 00
General Expenditure.....	115 75				73,730 22		
<i>Slides and Dams.</i>							
Ottawa.....	66,687 93	13,028 87			569,175 88	27,935 79	1,000 00
St. Maurice.....	9,712 10	7,985 31			241,516 53	1,746 29	
Trent.....		1,050 98		978 05		2,299 30	603 55
<i>Harbours.</i>							
Port Stanley.....		770 00		1,000 00	215,171 70	3,200 04	
	204,468 12	211,600 29	300 00	37,201 50	11,443,318 32	328,503 74	25,698 15

No. 2.

STATEMENT of the several Public Works under charge of this Department, incomplete and unproductive, but on which Tolls are to be levied when the works are in an available state, showing the Expenditure thereon during the year 1858, viz., on Construction and on Repairs and management, the amount paid for damages, and the total expenditure under this Department to 1st January, 1859.

NAME OF WORK.	Expenditure on construction during 1858.	Repairs and management during 1858.	Amounts paid for damages during 1858.	Total Expenditure to 1st January, 1859.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chats Canal.....	19,844 07	.....	.....	263,432 65
Seugog Inland Navigation.....	14,540 40	523 74	1,600 00	93,844 22
Saguenay.....	14,467 07	.....	.....	22,630 70
	48,851 54	523 74	1,600 00	379,907 57

No. 3.

STATEMENT of non-productive Public Works and Buildings under charge of the Department of Public Works, shewing the amount expended thereon during the year 1858, and the total outlay upon them up to 1st January, 1859.

WORKS.	Expenditure during the year 1858.		Total outlay up to 1st January, 1859.	
	\$	cts.	\$	cts.
Parliament Buildings.....Toronto.	9,294	10	} 274,272	30
Government House.....do.				
Custom House.....do.	306	20		5,104
Post Office.....do.				18
Observatory.....do.				27,986
Female Lunatic Asylum.....do.				07
Osgoode Hall.....do.	159	30		13,884
Medical School.....do.	3	07		65
Gun Sheds.....do.	87	00		9,966
Barracks.....do.	597	37		83
Railway Inspector's Office.....do.	525	62		159
Custom House.....Hamilton.	7,734	07		30
Post Office.....do.	974	80		17,662
Gun Sheds.....do.	1,499	64		62
Post Office.....London.	10,916	43		52,625
Custom House.....Kingston.	13,566	00		42
Post Office.....do.	7,620	19		5,510
Lunatic Asylum and Gaol.....do.	1,625	00		82
Court House.....Montreal.	989	42		19,568
Custom House.....do.				43
Gaol.....do.				38,210
Post Office.....do.	269	99		00
Normal School.....do.	6	00		36,196
Marine Hospital.....Quebec.	23,581	58		52
Custom House.....do.	23,256	37		4,293
Gun Sheds.....do.	18	00		92
Normal School.....do.	106	22		292,380
Gaol.....do.	100	00		40
Observatory.....do.	38	77		907
Gaols and Court Houses, C. E.....do.	733	94		63
Gaols and Court Houses, C. E., 20 Vic. c. 44....	771	44		1,263
Aylmer Court House.....do.	500	00		60
Kamouraska Gaol.....do.	6	90		269
Sherbrooke Court House and Gaol.....do.	5	47		99
Three-Rivers Court House.....do.	10	57		269
St. Hyacinthe Court House.....do.	4	95		82
Rents and Repairs.....do.	22,076	81		5,422
				82
				91,706
				10
				167,170
				39
				4,424
				12
				7,071
				04
				100
				00
				266
				87
				35,290
				86
				771
				44
				505
				00
				6
				90
				5
				47
				10
				57
				4
				95
				226,067
				74

No. 3.—STATEMENT of non-productive Public Works, &c.—*Continued.*

W O R K S .	Expenditure during the year 1858.	Total outlay up to 1st January, 1859.
<i>Light Houses.</i>	\$ cts.	\$ cts.
Light Houses below Quebec	45,012 07	389,971 42
Light House apparatus below Quebec.....	.....	54,602 16
Light Houses (New) below Quebec.....	167 59	15,601 59
Point Pelée Light House.....	5,255 78	53,045 33
Snake Island Light House.....	7,758 75	10,411 87
Bay of Quinté Light House	31 26	108 16
Light Houses, Lake Huron	13,129 18	127,103 88
Light House apparatus, Lake Huron.....	5,798 19	74,949 16
Floating Lights above Lachine.....	115 53	115 53
<i>Roads.</i>		
Canada and New Brunswick.....	3,945 21	106,734 44
Metapedia	8,000 00	14,000 00
Malbaie and Grande Baie	2,000 00	6,000 00
St. Denis and Cap Chat.....	.....	8,000 00
Marmora	2,400 00	4,000 00
Garrison Road, Toronto	1,600 50	1,600 50
<i>Harbours and Piers.</i>		
Port Bruce.....	4,119 47	6,267 47
Lake Huron.....	21,532 15	80,413 45
L'Orignal.....	1,000 00	2,000 00
Landing Piers.....	.....	768,971 02
Repairs of Piers	6,422 53	6,422 53
Dredging Narrows and New Bridge, Lake Simcoe	2,050 00	10,138 30
Dredging at Picton and Presqu'Isle.....	737 53	1,013 03
Dredging at St. Clair's Flats.....	19,984 45	19,984 45
Richelieu Rapids improvements (St. Anne de la Pérade)	6,677 44	13,661 06
North River and Petite Nation Bridge improve- ments	2,572 00	3,600 00
River Thames Navigation improvements.....	2,589 82	3,814 42
Total.....	290,284 67	

No. 4.

STATEMENT of Miscellaneous Services shewing the expenditure on each under the Department of Public Works, during the year 1858.

	\$	cts.
Emigration and Quarantine Service.....	7,477	38
Tug-Boats below Quebec.....	45,200	00
Tug-Boats upper St. Lawrence.....	24,191	52
Steamboat Service, Lower Provinces.....	10,000	00
Ocean Steamers.....	10,210	04
Removal to Toronto.....	271	50
Administrator's Removal to Toronto and back to Montreal, being balance due from 1857.....	81	00
Boundary Survey, Canada and New Brunswick.....	9	82
Trinity House, Quebec.....	16,064	64
Ottawa Survey.....	9,367	96
Protection of Fisheries in the Gulf.....	1,496	00
Bureau of Agriculture.....	300	42
Adjutant General's Office.....	1,346	29
Arbitrations.....	43,042	30
Surveys, generally.....	9,623	47
Shipwrecked Seamen.....	184	50
Removal of "Free Trader" wrecked at Port Stanley.....	1,608	38
	180,475	22
<i>Less.</i>		
Included in Nos. 1 and 2 Statements, and also, under head of Arbitrations.....	39,101	50
	141,373	72

No. 5.

STATEMENT shewing the Expenditure incurred under this Department upon the Repairs, maintenance and management of the Ordnance Canals, for the year 1858, the net Revenue therefrom, and the cost of collecting it: Also, expenditure on Repairs of Ordnance property during the same year.

NAME.	Ordinary Repairs and maintenance.	Management.	Repairs Ordnance Property.	Total Expenditure.	Revenue.	Cost of Collection.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Rideau and Ottawa Establishment.....	.....	6,651 13	.....	6,651 13	.....	.....
Rideau Canal.....	22,147 99	.....	.....	22,147 99	6,234 60	.....
Carrillon Grenville Canal.....	4,511 78	.....	.....	4,511 78	2,877 46	.....
Breach at Long Island.....	.....	.....	20,667 41	20,667 41	.....	.....
Ordnance Land Office.....	.....	.....	5,024 64	5,024 64	.....	.....
From Sundries.....	.....	.....	.....	.....	263 79	.....
	26,659 77	6,651 13	25,692 05	59,002 95	9,375 85	

* The Tolls have been to the present collected by the Lock Masters and Clerk in the Superintendent's office.

No. 6.

A DETAILED STATEMENT of the Expenditure incurred in repairs and maintenance of Provincial Light Houses, for the year 1858, under this Department.

No.	NAME OF LIGHT.	NAME OF KEEPER.	Amount of Salary paid.	Supplies and Repairs.	TOTAL.
			\$ cts.	\$ cts.	\$ cts.
1	Lachine Pier.....	John Norton.....	385 00	316 50	701 50
2	Light Ship, No. 1....				
3	do. No. 2.....	Pierre Landre....	250 00	244 92	494 92
4	do. No. 3.....	Benj. Picard.....	250 00	218 33	468 33
5	Beauharnois.....	Jos. Meloche....	225 00	284 85	509 85
6	Grosse Point.....	Peter Shannon...	435 00	997 83	1432 83
7	Mackie's Point.....	A. McDonald....	175 00	151 82	326 82
8	Cherry Island and Light Ship.....	E. S. Johnson....	435 00	2157 66	2592 66
9	Lancaster Pier.....	Thomas Hill.....	335 00	361 89	696 89
10	Cole's Shoal.....	Richard Elliott...	140 00	355 82	495 82
11	Grenadier Island.....	Joseph Austen...	120 00	340 69	460 69
12	Lindoe Island.....	J. W. Allan.....	70 00	321 12	391 12
13	Gananogue Narrows..	James McDonald.	250 00	772 32	1022 32
14	Jack Straw Shoal..				
15	Spectacle Shoal.....	Hiram Cook.....	73 00	491 20	1155 20
16	Red Horse Rock.....	Daniel Bryant....	591 00		
17	Burnt Island.....	Joseph Mervin...	120 00	336 45	456 45
18	Snake Island.....	Lewis Wartman..	217 50	758 14	975 64
19	Nine Mile Point.....	John Dunlop... .	435 00	359 84	794 84
20	False Ducks.....	Joseph Swetman.	510 00	926 71	1436 71
21	Point Peter.....	W. A. Palin.....	435 00	714 30	1149 30
22	Scotch Bonnet.....	John Gerow.....	543 75	371 54	915 29
23	Presqu'Isle.....	W. Swetman, Sr.	325 00	835 01	1410 01
23½	do. Range Light.	W. Swetman, Jr.	250 00		
24	Gull Island.....	George Roddick..	543 75	450 37	994 12
25	Gibraltar Point.....	George Durnan...	435 00	712 26	1147 26
26	Burlington Bay.....	John Davidson...	400 00	168 19	568 19
27	Oakville.....	.....	.....	75 00	75 00
28	Port Dalhousie.....	Jonathan Woodall	525 00	374 88	699 88
29	Port Colborne.....	James Fortier....	381 25	521 46	902 71
30	Mohawk Island.....	John Burgess....	435 00	181 56	616 56
31	Port Maitland.....	Peter Baikie.....	435 00	151 49	586 49
32	Port Dover.....	.....	.....	104 02	104 02
33	Long Point.....	H. H. Clarke. . .	435 00	448 39	883 39
34	Port Burwell.....	Alex. Sutherland.	320 00	201 98	521 98
35	Port Stanley.....	M. Child.....	153 00	109 21	262 21
36	Point Pelée.....	W. J. Taylor. . .	217 50	673 16	1053 16
		James Edwards..	162 50		
37	Pelée Island.....	James Cummins..	435 00	1442 69	1877 69
38	Bois Blanc.....	James Hackett...	435 00	453 35	888 35

No. 6.—DETAILED STATEMENT of the Expenditure, &c.—*Continued.*

No.	NAME OF LIGHT.	NAME OF KEEPER.	Amount of Salary paid.	Supplies and Repairs.	TOTAL.
			\$ cts.	\$ cts.	\$ cts.
39	River Thames	Thomas Cartier..	435 00	287 20	722 20
40	Goderich.....	Humphrey Fidler.	325 00	334 47	659 47
41	Point Clark.....	John Young.....	.....	296 31	296 31
42	Chantrey Island.....	John Spence.....	94 80	} 451 84	} 764 14
		D. M. Lambert...	217 50		
43	Isle of Coves.....	George Collins...	288 79	} 496 18	} 906 16
		E. Collins, Asst..	121 19		
44	Griffith Island.....	John Frame.....	138 62	} 457 95	} 596 57
45	Nottawasaga Island...	Robert Mills.....	363 51		
		D. McBeath.....	108 75	} 512 31	} 984 57
46	Christian Island.....	Wm. Hoare.....	435 00		
	<i>Below Quebec.</i>				
47	Belle-Isle.....	D. Vaughan.....	300 00	} 1536 70	} 1986 70
		J. Bte. Baron....	150 00		
48	Anticosti.....	D. Ballantyne....	200 00	} 946 96	} 1276 96
		J. Harvey.....	130 00		
49	Forteau Bay.....	John Blancpied..	200 00	} 795 46	} 995 46
50	Cap Rosier.....	Eugène Trudeau.	100 00		
		Ls. Lemieux.....	65 00	} 1005 06	} 1170 06
	Management, Travelling Expenses, Freight of Supplies and Advertising, &c.....		.....	6399*23	6399 23
	Supplies on hand in Store.....		.....	813 50	813 50
			15356 41	32093 72	47450 13

No. 7.

STATEMENT showing the total amount expended by the Department of Public Works, during the year 1858, as detailed in the foregoing Statements numbered 1, 2, 3, 4, 5 and 6.

STATEMENT.	Repairs and Maintenance.	Construction.	Miscellaneous.	TOTAL.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
No. 1.....	211,600 29	204,468 12	37,501 50	453,569 91
2.....	523 74	48,851 54	1,600 00	50,975 28
3.....	48,782 74	241,501 93	.....	290,284 67
4.....	.....	.....	141,373 72	141,373 72
5.....	59,002 95	.....	.....	59,002 95
6.....	47,450 13	.....	.....	47,450 13
	367,359 85	494,821 59	180,475 22	1,042,656 66

SCHEDULES

TO

APPENDIX LETTER A.

Schedules, Nos. 1 and 2, shew the several appropriations made by the Legislature, with the amount of the same expended, the Works completed and in progress, and the balance unexpended to the 1st day of January, 1859, amounting to the sum of \$17,871,71.

The approximate Estimate shews the propable costs of the several Works requiring an appropriation to complete them, amounting to \$572,120.

Of the foregoing sum an appropriation of \$80,000 will be required this year, for carrying on the dredging operations of the Contractor, for widening and deepening the Canal above Allanburg.

Sums are included in the Estimate, for the further enlargement of the Harbors, at Ports Colborne and Dalhousie, for the purpose of affording more accommodation for Vessels, to lay by. As during adverse winds, they are detained for several days together, which frequently causes these Harbors to be so much crowded that Vessels occasionally damage each other.

Schedule No. 3, gives the costs of the maintenance and repairs of the Canal, for the past year, under the several headings, shewing the different kinds of Works of repairs which have been made.

These expenditures have been charged against the Tolls.

The cost of the maintenance is	\$42,642. 97
And that of repairs is	\$61,806. 84

The foregoing expenditures were required to be made for the following purposes, viz :

For the maintenance of the Canal force comprising the Pay- Master, Lock and Bridge, Tenders, Harbor Masters, Overseers, Regulators of Waters, &c.	} \$35,058. 74
Oil used in lighting the Canal and for Machinery.	\$7,584. 23
Total maintenance,	\$42,642, 97

The repairs have been made as follows, viz :

For the repairs of the Floating Towpath,	\$2,463. 13
“ “ do “ “ Piers,	9,970. 12
“ “ do “ “ Docking, Dunnville, Dam,	2,506. 70
“ raising Embankments by Scoing Clay and Stone,	6,882. 90
“ repairs of Service Scows, constructing Scows, for hoisting Gates and Breaking Ice,	3,040. 66
“ dredging bars from the bottom of the Canal, carried into it } by 12 Mile Creek and Wears, at Nos. 1 and 2, }	2,727. 60
“ repairs Old Bridges and Buildings, 4 new Swing Bridges,	6,851. 67
“ repairs Old Lock Gates and Buildings, 17 New Gates,	10,212. 05
“ Castings and Iron Work, for the repairs of Lock Gates, } Bridges, &c., and building 17 new Gates and 4 Bridges, }	5,313. 67
“ Bottoming the Canal and making passing places for Ves- } sels above Thorold, }	4,741. 46
“ purchase of Lumber, used in making repairs and for Lock } Gates and Bridges, }	4,465. 11
“ Spike, Nails, Rope, Shovels, Wheelbarrows, Sundries, &c.	2,631. 80
Total Repairs,	\$61,806. 84

These expenditures have been necessarily made in maintaining the several specified Works of this Canal, as also towards affording sufficient facilities for meeting and repairing casualties. And to effect which there has been provided 40 Lock Gates, to suit some of the different lifts and sizes of the Locks, 6 Scows, Lumber, materials and tools. The present value of the same being \$31,000. The expenditure upon which has been during the past year, according to their value \$14,000. I beg leave to submit, (for the further information of the Commissioners, that they may fully understand the extent of the Work for which repairs are required,) the following details, viz :

The length of the main line of the Canal, from the outer end of the Pier at Dalhousie, to the outer end of the Pier at Colborne, is 2 miles, 1099 feet.

Its Feeder, is 21 miles long.

The Broad Creek Branch, 1 mile 3,669 feet.

And the total length of the Canal, is near 50 miles.

Its structures are as follows, viz :

33 Locks, 134 Lock Gates with Machinery.

1 Aqueduct.

32 Stone Waste Wears, 1 wooden do.

4 Stone Culverts, 10 wooden do.

3 under ground drains, constructed of Stone, 1799 feet long.

25 Swing Bridges, with their approaches and protection Timbers, upwards of a mile long.

65 Bent and other Bridges, over Waste Wears, &c., 5,774 feet long, averaging over 88 feet each.

20 Floating towingpath Bridges, with protection piling, railing, &c., 10,362 feet long.

12,067 feet of Boom Timbers, in the Rock Cut, near Port Colborne, to protect Vessels from damage. The Dunnville Dam, 546 feet long a Timber Structure, with a Toll Bridge over it. The Embankment at West end Dunville Dam, 1682 feet long, faced with Docking Timbers and protection piles. The Piers at Ports Dalhousie, Colborne and Maitland, 12,065 feet in length. The Hydraulic Race and Aqueduct, is 11,698 feet long.

It will be seen by the foregoing that there are upwards of 9 miles of Timber Structures, to be maintained, many of these Works are unavoidably exposed to frequent damage from Vessels and Storms. And are likewise composed of perishable materials, which only last upon an average of from 10 to 12 years. And through fortuitous circumstances, that which to day appears as a firm Structure, may on the morrow, be so damaged as to require a large outlay.

Schedule No. 4, gives a list of the water power and other property leased on this Canal, with the erections, and other property established.

The annual rent is	\$ 9,110. 72
The amount paid in 1858, is	13,068. 18
And the balance of the remaining due on the 31st of last December, is	15,105. 85

In accordance with your instructions, the arrears due to 1st July 1857 have been placed in the hands of the Solicitor for collection, of which he has obtained \$1,742. 20. This sum he has placed in the hands of the Pay-master. There still remains a considerable amount to be collected, and of this, there is due \$4,575. 99, by persons holding leases. Who owing to the depression of business, and destruction of their properties by fire, have become insolvent, or unable at present to pay the amount of their indebtedness. A considerable portion of which has accrued since their misfortune, and from these circumstances, some time must elapse before all the arrears can be collected.

Schedule No. 5, shews the land and other property disposed of, as not required for canal purposes, with the amount of sales, the interest accruing thereon with the payments made, and the balance remaining due on the 31st of last December. Payments in 1858, \$804. 56. Balance due \$23 115 89.

Schedule No. 6, gives the vessels, and other property, upon which penalties have been imposed, in consequence of having committed breaches of the canal regulations or damaged the works of the canal.

The amount imposed is	\$11,646. 35
The amount paid is	947. 29
The balance remaining uncollected is	10,699. 06

The large amount standing uncollected has mostly accrued through the breakage of the gates of 4 locks.

Schedule No. 7, shews an approximate estimate of the probable expenditure required in making the necessary repairs on this canal, for the year 1859, amounting to the sum of \$40. 000. Of this sum there is set apart about one third for the building of lock, gates and bridges.

Herewith is appended a statement shewing the revenue of this canal for the last 3 years.

Its revenue from tolls last year is \$207,760. 38. Being a sum of \$24 677, less than its revenue for 1857. Although 122 more vessels have been passed through the canal, than in that year.

This decrease has been occasioned by a reduction of the Tolls of from 33 to 25 per cent, on the principal articles of its trafic. And this reduction was rendered necessary, in consequence of the rate of Tolls upon the Erie Canal having been lowered.

The foregoing with the accompanying Schedules, affords I trust all the information required.

I have the honor to be
Gentlemen,
Your Obedient Servant,

S. D. WOODRUFF.

The Honorable the Commissioner of Public Works.

Table of Revenue of Canal for the last three years.

	1856.	1857.	1858.
	\$ cts.	\$ cts.	\$ cts.
Collected at Colbornd.....	175827 80	161319 91	153219 20
Do Robinson.....	4467 20	4514 13	3521 27
Do Maitland.....	1059 85	3465 62	1456 33
Do Dunnville.....	6140 27	3536 62	2461 88
Do St. Catherines....	2419 86	2396 66	1668 47
Do Dalhousie.....	71652 85	57204 44	45444 37
	\$261568 13	\$232437 38	\$207771 52
Annual Rents \$9110 72 Collected.....	9081 07	9021 07	13068 19
Collected on Land Sales.....	636 00	539 00	804 56
Do Fines and Damages.	1760 25	595 00	947 29
	\$273045 45	\$242592 45	\$222591 56

WELLAND

SCHEDULE No. 1, shewing the several appropriations, with the Expenditures 1858, (estimates returned for Work done in month of Decr. included,) the Works set forth, with the Amount of £70,840 voted thereon.—The

WHAT WORKS.	Amount of Estimate voted.
	£ s. d.
SCHEDULE No. 1.	
Cotton & Rowe, piers at Dalhousie and Colborne	13,903 15 6
Raising aqueduct and embankments, guard gates, Colborne	4,559 5 10
Section No. 27	6,874 15 6
Sections Nos. 17 to 26, both inclusive	19,732 10 0
Swing bridges, lock gates, raising aqueduct lock	8,313 0 9
Port Robinson lock, embankment protecting vessels in Rock Cut	1,200 0 0
Waste wear at aqueduct, embankment at junction, raising dams, &c. ..	3,086 13 4
Raising embankment section No. 23, cribs, junction lock, culvert, at Brown's Ditch	737 0 0
Walling and embankment section No. 27, snubbing posts, temporary light-house, Colborne	1,029 17 6
Two scows for dredge, removing dams at aqueduct, culvert at aqueduct ..	2,022 0 0
Walls connecting aqueduct and lock, covered drain at aqueduct	2,150 10 9
Removing dam and old culvert at junction, regulating gates for mills ..	2,200 0 0
Guard booms for Allanburg lock, roads to aqueduct and Marlatt's bridge ..	405 0 0
Embankment, and dredging away old tow-path at aqueduct	600 0 0
Superintendence and contingencies	6,000 0 0
	72,814 9 2
Booms for vessels in Rock Cut, and lock houses	
Buoys at Colborne, recesses and approaches to pier, dry walling, &c	
Raising banks between Thorold and Dunnville, iron railing to aqueduct	
Back ditches on canal Colborne Route, Mountain hydraulic road	
	Appropriated } by 14, 15 V. } c. 46
Lock houses and house for light-keeper at Colborne, guard gates at Allanburg	19,499 4 0
Altering and strengthening hydraulic race, facing banks with stone	
Regulating wear at lock No. 11, moving bridges at Dalhousie and Thorold	
Back ditches on feeder, providing scows	
Providing lying-by places for vessels in short reaches, contingencies	
	19,499 4 0
Additional admission, wears for mills	
Lock houses, Collector's offices and dwellings	
Waste wears at Dunnville and bridge	
Awards to contractors and for lands	
Superintendence and contingencies	
	Appropriated by 16 V. } c. 156
	34,024 11 3
	34,024 11 3

CANAL.

made on the WELLAND CANAL, for Works in progress ending 31st December, together with SCHEDULE No. 2, shewing the several Estimates to complete Balance required to be appropriated to complete the Works set forth, is—

Amount of Estimate voted.	Amount expended to 1st January, 1858	Expended from 1st Jan., 1858, to 1st Jan., 1859.	Total Amount expended to 1st Jan., 1859.	REMARKS ON WORKS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
55,615 10	59,899 21		59,899 21	Completed.
18,237 17	15,453 07		15,453 07	do.
27,499 10	24,230 70		24,230 70	do.
78,390 00	62,875 75	12,000 00	74,875 75	In progress. See Sch. No. 2.
33,252 15	36,976 80		36,976 80	Completed.
4,800 00	2,951 20		2,951 20	do.
12,346 67	12,586 18		12,586 18	do.
	2,948 00		2,456 46	do.
	4,119 50		4,119 50	do.
	8,088 00		9,093 20	do.
	8,602 15		13,114 97	do.
	8,800 00		8,735 80	do.
	1,620 00		1,471 22	do.
	2,400 00		640 00	do.
	24,000 00		24,000 00	do.
291,257 84	278,604 06	12,000 00	290,604 06	
	2,826 52		2,826 52	Completed.
	1,895 60		1,895 60	
	4,202 92		4,202 92	
	10,385 13		10,385 13	
	19,310 17		19,310 17	
	77,996 80		33,927 57	Completed.
			2,778 50	
			5,378 22	
			5,046 88	
			10,000 00	
	77,996 80		57,131 17	Completed.
			1,399 17	
			34,387 37	
			44,560 68	
			47,809 57	
	136,098 25		7,931 17	Completed.
			136,087 96	
136,098 25	136,087 96		136,087 96	

WELLAND

SCHEDULE No. 2, shewing the several appropriations, with the

WHAT WORKS.	Amount of Estimate voted.
SCHEDULE No. 2.	
£ s. d.	
<i>Shewing the Estimates to complete the several Works set forth, with the amounts appropriated for the same, and the balance required to be appropriated to complete them.</i>	
Basin below lock at Colborne	£18,200
Collectors' offices and residences, Port Robinson, Maitland and Dunnville.....	2,250
Raising locks	4,000
Finishing deep cut to 50 feet bottom, sections Nos. 15 and 16	39,420
Sections 17 to 26, widening to 50 feet bottom	64,554
Weigh Lock	17,500
Extension of south end east pier at Dalhousie	3,000
Superintendence and contingencies	9,021
	} Appropriated in 1854, by 18 V. c. 4, £53,340
	} Appropriated in 1858, 22 V. c. 22, £12,500.
	70,840 0 0
	70,840 0 0
	197,178 4 5
For second towing path on east side of canal from Hurst's Bridge to Marlatt's	£4,525
For culvert at Brown's Ditch	2,750
For ditching on the feeder	1,000
For bottoming canal above Thorold	500
For lands and other damages	7,400
For superintendence and contingencies	5,000
For enlargement of harbor at Dalhousie and pier work, clearing out basin	12,500
For do. do. Colborne, and do. on south east side	16,000
For do. do. do. and do. south-west do.	6,250
Total value of the foregoing proposed works	£213,870
Amount of the same voted in 1854	£53,340
and 1858	12,500
	70,840
Amount required to be appropriated to complete the several Works enumerated in Schedule No. 2	£143,030 or \$572,120 00

CANAL.

Expenditures made on the WELLAND CANAL, for Works, &c.—Continued.

Amount of Estimate voted.	Amount expended to 1st January, 1858	Expended from 1st Jan., 1858, to 1st Jan., 1859.	Total Amount expended to 1st Jan., 1859.	REMARKS ON WORKS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	65,697 40		65,697 40	Completed. Balance of this appropriation to pay for lands and other damages. Not yet put in hands.
	16,000 00		16,000 00	Completed.
283,360 00	78,166 90	63,000 00	141,166 90	In progress. do.
	10,025 26		10,025 26	Not yet put in hands.
	29,034 75	5,783 50	34,818 25	Completed.
283,360 00	198,924 31	68,783 50	267,707 81	\$17,871 71. Balance of the several appropriations in hands.
788,712 88	690,057 67	80,783 50	770,841 17	

S. D. WOODRUFF,
Superintendent,
Welland Canal.

WELLAND

SCHEDULE No. 3.—Detailed Schedule of the Gross Amount of the CANAL for the

MAINTENANCE.										
	Sheet No. 1. Division No. 1.—Office establishment, Clerk, Paymaster, &c.	Overseers, Lock, and Bridge Tenders, Harbour Masters.	Lighting Canal with Gas.	Oil furnished for lighting Canal.	Contingencies, advertising List of Vessels passing through Canal, printing, postage, stationery, telegraphic communications, office furniture, fuel, &c.	TOTAL AMOUNT OF MAINTENANCE.	Constructing New Bridges and Repairs Old Bridges.	Carpenters constructing Lock Gates, Carpenters and Laborers making Sundry Repairs, Lock Gates, Bridges, Embankment, Ditching, &c.	Castings and Iron Work for Bridges, Lock Gates, &c.	Lumber and Timber furnished for constructing Lock Gates, Bridges and Repairs of same.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1858.										
Jan...	132 00	1408 75			260 95	1801 70	1751 13	366 91	249 24	174 00
Feb..	132 00	1576 13				1708 13	793 87	335 07	250 49	150 89
March	132 00	2152 60			79 47	2364 07	993 50	1262 17	422 81	278 68
April.	132 00	3053 95			16 25	3202 20	341 35	560 38	191 79	493 10
May..	132 00	3171 15		537 50	10 64	3851 29		888 18	1119 47	1070 49
June..	132 00	3150 85			144 25	3427 10	304 43	1030 69	529 59	672 74
July..	132 00	3140 25	2571 50		106 37	5950 12		1388 00	515 67	547 16
August	132 00	3153 25			11 86	3297 11	1725 39	1559 32	1163 24	260 95
Sept..	132 00	3161 60		581 07	81 75	8956 42		922 10	589 91	738 09
Oct...	132 00	3168 15			41 51	3341 66	942 00	602 37	36 47	14 47
Nov..	132 00	3148 50			6 00	3286 50		489 85	221 55	
Dec...	132 00	2160 25	3894 16		270 26	6456 67		817 01	23 44	64 54
	\$ 1584 00	32445 43	6465 66	1118 57	1029 31	42642 97	6851 67	10212 05	5313 67	4465 11

St. Catharines, 3rd February, 1859.

CANAL.

Monthly Expenditures on the Maintenance and Repairs of the WELLAND year 1858.

REPAIRS.										
	Scowing Clay and Gravel for raising and facing Embankments to allow for increase in height of Water.	Dredging out Bars formed in Canal by Current from Twelve Mile Creek and Waste Weirs below Locks Numbers 1, 2 and 3.	Repairs Piers at Port Dalhousie.	Repairs Piers at Port Maitland.	Sundry Materials furnished, Paint, Oil, Spike, Nails, Rope, Shovels, &c.	Labor removing Bars from bottom of Canal and making three passing places above Thorold, &c.	Scows for hoisting Gates, Ice Breakers, Service Scows repaired.	Repairs, Floating Towpath.	Docking, Embankment, Dunnville Dam.	TOTAL AMOUNT OF MAINTENANCE AND REPAIRS.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
					108 53	331 99	300 00			3281 80
					204 76	1290 48	400 00			3425 56
					103 25	2123 68	350 00			5524 09
	464 90	356 00	1200 00		446 93	995 31	150 00	400 00		5599 76
	900 15	823 80	1000 00		539 57		649 38			6991 04
	1506 24	325 20	1800 00		248 74			300 00		6717 63
	1093 85	228 00	2500 00		217 77		86 78			6577 23
	1325 08	578 60	1400 00		345 82			1000 00		9358 40
	1592 68	416 00	947 08		182 06			763 10	2346 70	8497 72
					37 68				160 00	1792 99
					76 81		1104 50			1892 71
				1123 04	119 88					2147 91
	6882 90	2727 60	8847 08	1123 04	2631 80	4741 46	3040 66	2463 10	2506 70	61806 84

S. D. WOODRUFF,
Superintendent,
Welland Canal.

WELAND CANAL.

SCHEDULE No. 4.—Statement shewing the annual rents of Water-Power leased, and the rents of other Property situated on the line of the WELAND CANAL, with the yearly rent, together with the arrears of rent, the Amount of Payments made in 1858, with the balance due on the 1st of January, 1859.

Where Situated	OWNERS.	MACHINERY.	Yearly Rent.	Amount of Rent for 1858, with arrears.	Amount of Payments in 1858.	Balance due on Rent to 1st Jan., 1859.	REMARKS.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Port Dalhousie.....	Robt. Laurie & Co.....	1st run stones..... 2nd do..... 3rd do..... Corn cracker..... Ground rent..... Interest on cost of flume.....	60 00 50 00 50 00 10 00 20 00 7 30	394 60	197 30	197 30	
Do.....	Robt. & J. Laurie.....	1st run stones..... 3 do at \$50 each..... Ground rent..... Interest on cost of flume.....	60 00 150 60 20 00 10 00	480 00	240 00	240 00	
Do.....	Sampson Smiley, formerly R. Morrison.....	1 saw..... 2 circular do, at \$16 each..... Ground rent..... Interest on cost of flume.....	240 00 80 00 32 00 20 00 5 00	822 00	753 50	68 50	

Do.....	Alex. Muir.....	Rent for use of water for floating dock..... Ground rent..... Interest on cost of flume..... Additional privilege for increase in dock, (rent to commence 1st July, 1858).....	40 00 30 00 6 00 100 00	202 00	114 00	88 00	
Lock No. 2.....	J. L. Ranney's assignees, R. Miller, W. Eccles, and T. R. Merritt.....	1st run stones..... 4 do at \$50 each.....	60 00 200 00	780 00	650 00	130 00	
St. Catharines.....	Water Power Co.....	Surplus water from Lock No. 11, to Lock No. 2.....	500 00	1,500 00	1,250 00	250 00	
Do.....	Calvin Phelps.....	6 run stones.....	150 00	300 00	.....	300 00	
Lock No. 5.....	Rich. Collier.....	1st saw..... 3 circular do..... 1 last factory..... Ground rent..... Interest on cost of flume.....	80 00 60 00 20 00 7 66	419 16	167 66	251 50	
Lock No. 10.....	William Brownlee, formerly Thos. Towers.....	1st run stones..... 2nd do..... Corn cracker..... Ground rent.....	60 00 50 00 10 00 20 00	420 00	210 00	210 00	
Lock No. 12.....	Orson Phelps.....	1 upright saw..... 1 circular do..... Ground rent..... Interest on cost of flume.....	80 00 16 00 20 00 8 00	186 00	.....	186 00	

W E L L A N D C A N A L .

SCHEDULE No. 4.—Statement shewing the annual rents of Water Power leased, &c.—Continued.

Where Situated.	O W N E R S .	M A C H I N E R Y .	Yearly Rent.	Amount of Rent for 1858, with arrears.	Amount of Payments in 1858.	Balance due on Rent to 1st Jan., 1859.
Lock No. 15.....	John Brown.....	1st run stones, with cracker. Additional power..... Ground rent.....	160 00 80 00 80 00 20 00	480 00	400 00	80 00
Lock No. 20.....	Wm. B. Hendershot.....	1st saw..... 2nd do..... 1 circular for edging boards..... Ground rent..... Interest on cost of flume.....	80 00 80 00 16 00 20 00 8 00	423 00	332 50	90 50
Lock No. 21.....	William Beatty.....	1st saw..... 2nd do..... 3 circular do at \$16 each..... Ground rent..... Interest on cost of flume.....	80 00 60 00 48 00 20 00 8 00	648 90	540 00	108 00
Lock No. 22.....	William Beatty.....	Wheel for grinding Bark, &c. Interest on cost of flume.....	60 00 3 60	190 80	159 00	31 80

Lock No. 23.....	W. H. Ward, assignees Rykert Smart & Marlatt	2 lathes, 2 planing machines and 3 circular saws.....	50 00	100 00	.....	100 00
Do.....	W. H. Ward, assignees Rykert Smart & Marlatt.	1st saw..... 2nd do..... Interest on cost of flume.....	80 00 60 00 6 00	292 00	.....	292 00
Do.....	John Brown, formerly W. H. Ward.....	Wharf lot.....	40 00	120 00	100 00	20 00
Do.....	John Brown.....	Wharf lot.....	40 00	120 00	100 00	20 00
Lock No. 24.....	Jacob Keefer, now Os- walds since assigned.....	1st run stone..... 2nd, 3rd and 4th, at \$50 each..... Interest on cost of flume.....	60 00 150 00 12 00	666 00	444 00	222 00
Do.....	Brown & Ross, now Wm. A. Chisholm.....	1st run stones..... 2nd do..... Ground rent.....	222 00 60 00 50 00 20 00	780 00	.....	780 00
Do.....	Park & Cowen, (now es- tate late David Thomp- son).....	1st run stones..... 2nd and 3rd do at \$.....	130 00 60 00 100 00	480 00	320 00	160 00
Do.....	John Woodward's Estate, formerly A. Crysty's.....	1st run stones..... 2nd and 3rd do at \$50 each.....	160 00 60 00 100 00	320 00	.....	320 00
Lock No. 25.....	John Brown.....	1st run of stones with cracker. Ground rent.....	160 00 60 00 20 00	240 00	200 00	40 00

WELLAND CANAL.

SCHEDULE No. 4.—Statement shewing the annual rents of Water Power leased, &c.—Continued.

Where Situated.	OWNERS.	MACHINERY.	Yearly Rent.	Amount of Rent for 1858, with arrears.	Amount of Payments in 1858.	Balance due on Rent to 1st Jan., 1859.	REMARKS.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Allanburgh	Wright and Duncan	1st run stones. 2nd and 3rd do, at \$50 each. Carding machine. Interest on cost of flume.	60 00 100 00 50 00 60 66	1,923 99		1,923 99	*Marked thus leases failed or properties burned.
Do.	W. H. Merritt, Jr.	1 saw. Interest on cost of flume.	270 66 80 00 7 10				
Do.	J. & A. Bowman	Water equal to 1 run stones. Interest on cost of flume.	87 10 60 00 6 00	705 50	661 95	43 55	
Do.	Wm. Pennock	Water equal to 1 run stones. Interest on cost of flume.	66 00 6 00	198 00		198 00*	
Do.	Tucker & Rannie.	Old grist and saw mill.	66 00	132 00	66 00	66 00	These mills are the property of the Canal, and as one of them has been rendered useless
Port Robinson	McFarland & Simon, now J. Abbey.	1st saw 1 circular do, and machine shop. Interest on cost of flume.	1,000 00 80 00 40 00 30 00 150 00	3,000 00	1,000 00	2,000 00	

Do.	McFarland & Abbey. Donaldson & McFarland, now Robt. Band.	Dry dock. 1st run stones. Ground and house rent. Interest on cost of flume.	79 20 60 00 20 00 6 00	237 60	118 80	118 80	from delapidation, a reduction of the amount is claimed.
Do.	Robt. Band & Co, now D. McFarland.	1st run stones. 2nd and 3rd do, at \$50 each. Ground rent of mill. Do of store house and wharf. Interest on cost of flume.	86 00 60 00 100 00 20 00 20 00 6 00	629 50	193 50	436 00	
Do.	W. Thompson, formerly Dunlap & Seely.	1st run stones. 2nd and 3rd do, at \$50 each. Other machinery. Interest on cost of flume.	206 00 60 00 100 00 50 00 6 00	618 00	309 00	309 00	
Merrittville.	Dunlap & Seely, assigned W. Joiner.	1 saw. 3 circular do, at \$16 each. Ground rent. Interest on cost of flume.	216 00 80 00 48 00 20 00 8 00	648 00	540 00	108 00	
Do.	Dunlap and Seely.	1st saw. 2nd do 4 circulars, at \$16 each. Interest on cost of flume.	156 00 80 00 60 00 64 00 10 00	468 00	234 00	234 00	
Do.	Moses Betts, formerly E. Seely.	Old aqueduct for store house and wharf.	214 00 20 00	1,070 00 40 00		1,070 00* 20 00	

W E L L A N D C A N A L .

SCHEDULE No. 4.—Statement shewing the annual rents of Water Power leased, &c.—Continued.

Where Situated.	O W N E R S	M A C H I N E R Y .	Yearly	Amount of	Amount of	Balance due	REMARKS.
			Rent.	Rent for 1858, with arrears	Payments in 1858.	on Rent to 1st Jan., 1859.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Merrittville.....	Moses Betts, formerly M. Cook	1st run stones	60 00				
		2nd and 3rd do, at \$50 each.....	100 00				
		Ground rent	20 00				
		Interest on cost of flume.....	12 00				
			192 00	364 00	192 00	192 00	
Marshville	John Graybiel.....	2 run stones, 1 saw and ground rent	160 00	240 00		240 00	
Broad Creek	L. McCallum.....	1 upright saw	80 00				
		2 circular do, at \$16 each	32 00				
		Ground rent	20 00				
		Interest on cost of flume.....	11 00				
			143 00	286 00	71 50	214 50	
Port Maitland.....	Imlack & Hickes.....	1st run stones.....	60 00				
		2nd do	50 00				
		Ground rent	20 00				
		Interest on cost of flume.....	8 00				
			138 00	544 00		544 00*	
Dunnville	Jacob Turner	1st run stones.....	60 00				
		2nd do	50 00				
			60 00				
			50 00				
			20 00				
			8 00				
			138 00				
			60 00				
			50 00				
			20 00				
			8 00				
			138 00				
			60 00				
			50 00				
			20 00				
			8 00				
			138 00				
			60 00				
			50 00				
			20 00				
			8 00				
			138 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				
			66 66				
			10 67				
			77 33				
			270 00				
			90 00				
			180 00				
			60 00				
			50 00				
			20 00				
			130 00				
			43 33				
			86 67				
			80 00				
			26 66				
			53 34				
			80 00				
			20 00				
			100 00				
			33 34				

WELAND CANAL.

SCHEDULE No. 4.—Statement shewing the annual rents of Water Power leased, &c.—Continued.

Where Situated.	OWNERS.	MACHINERY.	Yearly Rate.	Amount of Rent for 1858, with arrears.	Amount of Payments in 1858.	Balance due on Rent to 1st Jan., 1859.	REMARKS.
Dunnville	Chisholm & Minor.	1st saw	80 00	416 00	346 67	69 33	
		2nd do	60 00				
		3 circular do, at \$6 each	48 00				
Do.	Hugh Boomer	Ground rent	208 00	416 00	346 67	69 33	
		Less $\frac{1}{2}$ until L. E. level is adopted.	69 67				
			138 33				
Do.	John Brown & Wm. H. Merritt, Jr.	1st run stones	60 00	840 00	840 00	840 00	
		2nd and 3rd do, at \$50 each	100 00				
		Ground rent	20 00				
Do.	John Brown & Wm. H. Merritt, Jr.	Less $\frac{1}{2}$ until L. E. level is adopted.	180 00	840 00	840 00	840 00	
			60 00				
			120 00				
Haldimand	John Oldfield	1st run stones with cracker	80 00	339 00	282 50	56 50	
		Ground rent	20 00				
		Interest on cost of flume	13 00				
Do.	John Oldfield	Less $\frac{1}{2}$ until L. E. level is adopted.	113 00	339 00	282 50	56 50	
			80 00				
			60 00				

Do.	C. Johnson, now T. C. Street	1 circular do.	16 00	712 00	356 00	356 00	
		Ground rent	20 00				
		Less $\frac{1}{2}$ until L. E. level is adopted.	176 00				
Do.	J. C. Kirkpatrick, formerly L. Brocklebank	Additional machinery: 1 gang upright saws, 1 planing machine, 3 circular saws for lathing, 1 for x cutting, 1 for bolting and one for sawing butts	58 67	200 00	166 66	33 34	
			117 33				
			120 00				
Do.	J. C. Kirkpatrick, formerly L. Brocklebank	1 saw	237 33	200 00	166 66	33 34	
		Ground rent	80 00				
		Less $\frac{1}{2}$ until L. E. level is adopted.	20 00				
Do.	John Beatty & Robt. Band	1 run stones	100 00	613 32	536 66	76 66	
		Ground rent	33 33				
		Less $\frac{1}{2}$ until L. E. level is adopted.	66 67				
Do.	John Beatty & Robt. Band	2nd and 3rd run stones	80 00	613 32	536 66	76 66	
			26 67				
			53 33				
Do.	John Beatty & Robt. Band	1st run stones	100 00	298 40	298 40	298 40	
		2nd do	153 32				
		Ground rent	60 00				
Do.	John Beatty & Robt. Band	Interest on cost of flume	50 00	298 40	298 40	298 40	
			20 00				
			19 20				
Do.	John Beatty & Robt. Band	Less $\frac{1}{2}$ until L. E. level is adopted.	149 20	298 40	298 40	298 40	
			80 00				
			60 00				

WELLAND CANAL.

SCHEDULE No. 4.—Statement shewing the annual rents of Water Power leased, &c.—Continued.

Where Situated.	OWNERS.	MACHINERY.	Yearly Rate.	Amount of Rent for 1858, with arrears.	Amount of Payments in 1858.	Balance due on Rent to 1st Jan., 1859.	REMARKS.
Port Colborne	John Gordon	Wood Yard	\$ cts. 25 00	\$ cts. 75 00	\$ cts. 50 00	\$ cts. 25 00	
Lock No. 4. Lock No. 22 to Lock No. 11.	Calvin Phelps Welland Canal Lean Company	Wharf lot. For all the surplus water passing through the Welland Canal from Locks No. 22 to 11 inclusive, excepting privileges heretofore granted—condition of lease \$720 annually; but for 5 years from 1st Jan., 1855, the annual rent is but \$360, unless the Company are enabled to loan out the whole of this water before—from which time the full shall commence	40 00	80 00		80 00	
Port Dalhousie	James Mayor, now J. Johnson	Lot	360 00	1,080 00	900 00	180 00	
Merrittville	Eli Mead	Wharf lot	20 00	40 00	20 00	20 00	
Port Dalhousie	R. & J. Laurie	Lot, ¼ acre	25 00	50 00		20 00	
Merrittville	Alpheus Sherwood	Wharf lot	20 00	40 00	20 00	20 00	
Junction	John A. Hellemes	Do	25 00	50 00	50 00	50 00	

Port Colborne	A. K. Schofield	Do	25 00	37 50		37 50	
Port Dalhousie	Geo. A. Clark	Wharf, Dalhousie piers	80 00	120 00	80 80	40 00	
Do	Donaldson Andrews & Ross	Dry dock and service ground for use of water Rent to commence from 1st July, 1858	40 00 60 00				
Yearly rent		Do	100 00	50 00		50 00	
Amount of Rent for 1858, with arrears			9,110 72	28,174 04			
Amount paid in 1858					13,068 19		
Balance due on Rent to 1st January, 1859						15,105 85	

Welland Canal Office,
St. Catharines, 3rd Feb., 1859.
THOMAS ADAMS,
Payment Clerk.

S. D. WOODRUFF,
Superintendent,
Welland Canal.

WELLAND

SCHEDULE No. 5.—Schedule of Lands and other property on the WEL
31st December, 1858, Amount of interest on Sales to the 31st
Balance remaining due on the 1st January, 1859.

NAME OF PURCHASER.	NUMBER OF THE LOTS.	WHERE SITUATED.	QUANTITY.
James R. Benson, on behalf Hydraulic Company.....		Lots below Thorold....	211 A. 1. R. 17 perches. Int. to 31st Dec. 1858.
Alex. Lattimore	Parts of lots Nos. 34, 35 & 36 south....	3rd Con. Wainfleet....	488 acres..... Interest
Municipality of the County of Welland.	{ Lands in..... Do do.....	Wainfleet..... Humberstone..... Part of lot No. 27.....	10,796 acres 2,048 do 68 do Int. to 31st Dec. 1858.
Edward Henderson..	North parts Nos. 26, 27 & 28.....	3rd Con. Wainfleet....	416 acres..... Int. to 31st Dec. 1858.
Ephraim Hopkins... Sullivan and others ..	Part of lot No. 50... Sale of old Plank £8 11s. 1d. over charge on freight of oil 95s. 7167 lbs. scrap iron £17 18s. 1d.	Township of Thorold..	3 roods 2 perches.....
John Hanly.	On account of sale of John McCaw's house Port Colborne.....		
John Sullivan.....	3998 lbs. old Scrap Iron		
C. H. French.....	South and West part of lot No. 23 in ..	5th Con. Humberstone	86 acres.
C. J. Hinchester.....	2850 lbs. Scrap Iron.	Unfit for Canal use...	
L. McCallum	Part of lot No. 27 in	1st Con. Humberstone.	$\frac{3}{4}$ acre more or less....
Nicholas Higgins....	Part of lot No. 27 do	1st Con. do	$\frac{1}{4}$ acre more or less....

CANAL.

LAND CANAL sold to sundry persons, Amount of Sales with interest to the
December, 1858, Amount paid on Sales to the 31st December, 1858, and

Amount of Sale and Interest to 31st Dec., 1858.	Amount of Sale.	Amount of Interest to 31st Dec., 1858.	Amount paid to 31st Dec. 1858.	Balance due 1st January 1859.	REMARKS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
8454 25 2833 76					
11288 01	8454 25	2833 76	2010 85	9277 16	
976 00 104 56					
1080 56	976 00	104 56	1080 56	In full.	\$280 56 paid in 1858.
12912 00 3617 00					
16529 00	12912 00	3617 00	3309 56	13219 44	
832 00 162 35					
994 35	832 00	162 35	575 06	419 29	
41 25	41 25		41 25	In full.	
124 92	124 92		124 92	In full.	
100 00	100 00		100 00	In full.	
29 98	29 98		29 98	In full.	
172 00 30 03					
202 03	172 00	30 03	202 03	In full.	
28 50	28 50		28 50	In full.	
320 00	320 00		320 00	In full.	
200 00	200 00		200 00	In full.	

WELLAND

SCHEDULE No. 5.—Schedule of Lands and other

NAME OF PURCHASER.	NUMBER OF THE LOTS.	WHERE SITUATED.	QUANTITY.
Mary Ann Dowling .. Roman Catholic Corporation of Toronto.	Part of lot No. 19 in	3rd Con. Wainfleet...	Deed.. .. .
	Part of lot No. 27 do	1st Con. Humberstone.	½ acre land .. .
Robt. D. McPherson.	Lot No. 12 Village of	Port Robinson. ....	.....
John Rae.....	Lot (C).....	Port Colborne .....	.....
William Melanby....	Lot (D).....	do .....	.....
Thomas Armstrong ..	To old house from lot No. 10 in consideration of all further claim for damages on said lot as per agreement with Mr. Woodruff....	Port Colborne .....	.....
John Hanly.....	Lot marked (F)....	do .....	.....

THOS. ADAMS,
Pay Clerk.

Welland Canal Office, }
St. Catharines, 3rd February, 1859. }

CANAL.

property on the WELLAND CANAL, &c.,—Continued.

Amount of Sale and Interest to 31st Dec., 1858.	Amount of Sale.	Amount of Interest to 31st Dec., 1858.	Amount paid to 31st Dec., 1858.	Balance due 1st January 1859.	REMARKS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
5 00	5 00	.....	5 00	In full.	
14 00	14 00	.....	14 00	In full.	
75 00	75 00	.....	75 00	In full.	Land donated, expenses of Deed collected \$75 paid in 1858.
200 00	200 00	.....	200 00	In full.	\$200 do do.
200 00	200 00	.....	200 00	In full.	\$200 do do.
49 00	49 00	.....	49 00	In full.	\$49 do do.
200 00	200 00	.....	.....	200 00	
31681 60	24933 90	6747 70	8565 71	23115 89	\$804 56

S. D. WOODRUFF,

Superintendent Welland Canal.

WELLAND CANAL.

SCHEDULE No. 6.—Statement shewing first, the Vessels whose Fines and Damages were unpaid on the 1st January, 1858, and secondly, the Vessels and other property passing through the Canal, with the Amounts levied thereon in 1858, and paid to the Paymaster, and the balance due on the 1st of January, 1859.

Year.	Date.	Description of Vessel, &c.	NAME OF VESSEL, &c.	Amount of Fine levied.	Amount of Damages levied.	Amount paid in 1858.	Balance due 1st January 1859.	REMARKS.
1850	December 3rd	Schooner	Jos. Ward	\$	\$ 5 00		\$ 5 00	
1851	May 21st	Propeller	Jas. Wood		40 00		40 00	
1852	August 18th	Schooner	Holton		11 00		11 00	
do	September 7th	do	Chesapeake		12 00		12 00	
do	do 14th	do	J. E. Hunt		10 00		10 00	
1853	December 1st	Raft	McDonalds	60 00	59 06		119 06	
1854	October 9th	Schooner	Vincennes	5 00			5 00	
1855	do 27th	do	Maryland		138 00		138 00	
do	June 21st	do	Manhattan		10 00		10 00	
do	October 3th	do	Emblem Marshall		26 00		26 00	
do	do 10th	do	Neclues		10 00		10 00	
do	Novem. 27th	Scow	Browns		10 00		10 00	
1856	May 13th	Schooner	Nile		40 00		40 00	
1857	October 6th	Scow	7 Brothers	10 00			10 00	
do	April 22nd	Schooner	S. H. Lathrop		2560 00		2560 00	
do	do 30th	do	St. Nicholas		4880 00		4880 00	
do	May 27th	Schooner	Willson		5 00		5 00	
do	do 28th	do	Paragon		28 00	28 00		
do	June 12th	do	Summit		6 00	6 00		
do	September 17th	do	Nonpareil		10 00	10 00		
do	October 9th	do	Wm. B. Ogdén		102 00	102 00		
do	do 13th	Brig	Hampton		2 00	2 00		
do	do 17th	Schooner	S. H. Lathrop		20 00	20 00		
do	do 26th	do	Hungarian		199 00	199 00		
do	Novem. 2nd	do	Quincey		20 00	20 00		
1858	April 19th	Raft	J. G. Miller	20 00			20 00	
do	do 29th	Barque	Allies		1 00	1 00		

From *a* to *b*. Those Vessels have been either lost, or not since passed through the Canal. The penalties could not be imposed when the damage was done as its full extent was not known, and the Masters had not, in most cases, money to pay with.

Security taken for this payment. Bond given for payment.

8	April 30th	Schooner	E. M. Peck		4 00		4 00	
do	May 3rd	do	Amelia		1246 00		1246 00	
do	do 15th	do	Tracy J. Bronson	20 00		20 00		
do	do 17th	do	May Flower	5 00		5 00		
do	do 20th	do	Darien	10 00		10 00		
do	do 28th	Propeller	Lacrosse		1435 00		1435 00	
do	do 28th	Raft	Geo. Emerson		50 15	50 15		
do	do 29th	do	B. Sutherland		74 00	74 00		
do	do 30th	do	J. G. Miller		43 31	43 31		
do	do 30th	Schooner	Quebec		20 00	20 00		
do	June 9th	Scow	R. Collier	10 00		10 00		
do	July 10th	Brig	New York	40 00		40 00		
do	do 12th	Raft	N. Cramer		3 33	3 33		
do	do 14th	do	Wm. Listen		8 00	8 00		
do	do 15th	do	H. Cook		184 50	184 50		
do	do 19th	do	London		5 00	5 00		
do	July 17th	Schooner	Cayuhoga	4 00		4 00		
do	do 18th	do	Wm. Stergess	5 00		5 00		
do	do 26th	Barque	J. Carl	5 00		5 00		
do	August 16th	Scow	Garret Smith		3 00	3 00		
do	do 16th	Schooner	Champion		4 00	4 00		
do	do 15th	do	Flying Cloud	60 00		60 00		
do	October 4th	do	Bemis		10 00	10 00		
do	do 6th	do	Chs. H. Walker		25 00	25 00		
do	do 11th	do	Colonist		4 00	4 00		
do	do 18th	Propeller	Geo. Thurston		12 00	12 00		
do	do 19th	Schooner	Belle Walbridge		4 00	4 00		
do	do 19th	do	New London		30 00	30 00		
do	do 25th	do	Matt. McNair		8 00	8 00		
do	do 26th	do	Olivia		10 00	10 00		
do	Novem. 2nd	do	W. F. Allan		5 00	5 00		
do	do 34th	Barque		274 00	11372 35	947 29	10699 06	

In treaty with the Department.

Security given for payment.

The small amounts levied and unpaid will be collected as the Vessels pass through the Canal this year. As the Masters had not the money, it was not considered advisable to detain them when damage was done, as such detention for small sums might result in injury to the navigation.

Welland Canal Office, }
 St. Catharines, 3rd February, 1859. }
 THOS. ADAMS, Paymaster and Clerk

S. D. WOODRUFF,
 Superintendent Welland Canal.

WELLAND CANAL.

SCHEDULE No. 7.—Approximate Estimate of the probable cost of making the following repairs, in maintaining the Works of the WELLAND CANAL, during the Season of Navigation for the year 1859, viz :

	\$ cts.	\$ cts.
<i>From Port Dalhousie to Thorold, 9½ miles, 25 Locks, 25 Waste Wears, 10 Swing Bridges, &c., Floating Towpath, &c., Bent Bridges.</i>		
Posts and fender railing at lock No. 1, to protect lock gates from injury.....	100 00	
Hanging gates at locks Nos. 3 and 10, iron work, &c.....	200 00	
Repairs dam at 12 Mile Creek.....	160 00	
Timber, bolts, framing and putting in 3 setts mitre sills.....	690 00	
Walling between locks Nos. 19 and 20, wing walls at 20 and 21.....	1,000 00	
Splicing the posts of 3 gates.....	210 00	
Timber filling between top girts and balance beams, 10 gates.....	220 00	
Repairs of cribs at float bridge, near Stone Mill, Thorold.....	150 00	
Flume at Chisholm's Mill, Thorold.....	200 00	
3 carpenters in making repairs and building lock gates, partly from old materials, 2 at \$2 each, 1 at \$1½ per day, for 9 months.....	1,345 00	
1 team hauling materials, at \$60 per month, for 9 months....	540 00	
4 laborers making repairs on banks and hydraulic race, setting snubbing posts, &c., for 9 months.....	936 00	
8 laborers scowling clay and stone for raising and facing banks to meet the rise of water, for 6 months.....	1,248 00	
Iron work for repairs lock gates, bridges, &c., and for new gates, at \$200 per month, for 8 months.....	1,600 00	
24 new screws and matrixes for lock gates at \$17 each, 50 new matrixes for old screws, at \$6 each.....	708 00	
24 lifting blocks for heads of screws, at \$6, new castings for repairs and new gates, \$200.....	344 00	
Pine plank for repairs lock gates, bridges, 40 m. ft. at \$12½, oak, 40 m. ft. at \$15.....	1,100 00	
Oak timber, for new gates, partly from old materials, 20 m. ft. at \$20.....	400 00	
Pine timber for repairs bridges, &c., 3,000 L. ft. at 8 cts., oak, 1,000 L. ft. at 10 cts.....	340 00	
Nails and spikes, 20 kegs, at \$16.....	320 00	
Labor 1 month preparing for opening the canal, in cleaning out the locks, removing bars, &c., from bottom of canal, 60 men.....	1,560 00	
<i>From Thorold to Allanburgh, 3½ miles, 2 Locks, 1 Waste Wear, 3 Swing Bridges, Bent Bridge, &c.</i>		13,371 00
Repairs of gates, Allanburgh Locks.....	300 00	
Enlarging old supply wear at Allanburgh, and opening in flume to be closed....	800 00	
The manner in which the present supply is regulated, affects the working of the gates.....		
<i>Carried over.....</i>	1,100 00	

WELLAND CANAL.

SCHEDULE No. 7.—Approximate Estimate, &c.—Continued.

	\$	cts.	\$	cts.
<i>Brought over</i>	1,100	00		
Raising, facing and strengthening banks to meet rise in water, 40 scows load clay, at \$30	1,200	00		
Do. do. do. do, 10 scows load stone, at \$54	540	00		
3 laborers ditching, raising banks, regulating water, &c.	702	00		
Repairs towing path, culverts, 500 feet timber, at 18 cts., 6 m. ft. plank at \$16, 50 day's labor	236	00		
<i>From Allanburgh to Junction, 7½ Miles, 2 Locks, Aqueduct, 6 Swing-Bridges, Bent do. Floating Towpath.</i>			3,778	00
Raising, facing and strengthening banks to meet rise in water, 15 scows load clay at \$30	450	00		
do do do do do 12 do	540	00		
stone at \$45	832	00		
4 laborers, ditching, raising banks, &c., for 8 months	525	00		
Pine plank, for repairs of bridges, &c., 30 m. ft., at \$12½, oak do, 10 m. ft., at \$15	460	00		
Pine timber, do 2000 ft., at 8 cts., oak timber 2000 ft., at 15 cts.	460	00		
Protection piles at bridges, 60 at \$5 ea., nails and spike, 10 kegs at \$16	800	00		
Blacksmiths, iron work, castings, &c., 8 months at \$100 per month	468	00		
1 carpenter making repairs at \$2 per day, for 9 months	100	00		
Probable repairs on the bridge at Port Robinson, to make it last for the season			4,635	00
<i>From Junction to Colborne, 7¼ Miles, 1 Lock, 2 Swing Bridges Boom timber in Rock cut, &c.</i>				
2 laborers, ditching, setting, snubbing posts, repairs boom timber for 9 months	468	00		
1 carpenter, making general repairs for 9 months at \$40.	360	00		
Blacksmith's work, iron bolts, &c., \$300, castings for gates and bridges \$100, spike and nails, 6 kegs at \$16	496	00		
Pine timber, 1000 ft. at 10 cts., oak do 1000 ft. at 15 cts. 5 m. ft., pine plank at \$12, 5 m. ft. oak plank at \$15	385	00		
<i>From Junction to Marshville and Broad Creek, 16½ Miles, 1 Lock, 2 Swing Bridges, 3 Culverts.</i>			1,709	
Raising, facing and strengthening banks to meet rise in water, 14 scows load clay at \$30	420	00		
do do do do do	50	00		
Labor opening ditches and culverts, \$200, 5 m. ft. pine plank at \$16	280	00		
<i>From Broad Creek to Port Maitland and Dunnville, 6½ Miles, 2 Locks, 3 Swing Bridges, 3 Waste Wears, Dam, Bent Bridges, &c.</i>			750	00
Raising, facing and strengthening banks to meet rise in water, 40 scows load clay at \$30	1,200	00		
do do do do 10 scows gravels at \$60	600	00		
<i>Carried over</i>	1,800	00		

WELLAND CANAL.

SCHEDULE No. 7.—Approximate Estimate, &c.—Continued.

	\$ cts.	\$ cts.
<i>Brought over</i>	1,800 00	
2 laborers, ditching, regulating water, raising and repairing banks, &c., for 9 months	468 00	
8 matrixes for regulating screws Maitland lock, repair screws and putting in, at \$8 each.....	64 00	
Blacksmiths, iron work \$100, lumber 10 m. ft. at \$10—\$100.	200 00	
		2,532 00
Probable cost of repairing the damages done by vessels to the lock gates and bridges, &c.....		753 00
Rebuilding waste wear at head of Sulphur Creek.....		700 00
Planking bridges at Dunnville, Toll, Sulphur Creek, Brown's Oldfields, Johnson's, Betty's and Kirkpatrick, 33 m. ft., at \$24.....		792 00
Rebuilding Bridges over races leading to Davis's Miner's, Weatherby's and at Swing Bridge.....		1,280 00
Oak timber 2400 ft. at 25 cts., pine 800 ft. at 15 cts., oak plank 15 m. ft. at \$24, iron \$100, clearing away old materials, \$100.....		1,280 00
Total for repairs gates, bridges, &c., and building 6 gates partly from old Materials.....		30,300 00
<i>Providing new Gates.</i>		
1 sett of gates, to suit either the locks at Port Robinson or aqueduct.....	\$2,200	9,700 00
1 do. do. for the lock at Port Colborne.....	3,400	
1 do. do. do. Port Maitland.....	3,400	
2 gates for the guard lock at Dunnville.....	700	
Total for repairs, gates, bridges, &c., and providing 14 new lock gates, and building 6 gates partly from old materials..		40,000 00

S. D. WOODRUFF,
Superintendent,
Welland Canal.

Welland Canal Office,
St. Catharines, 3rd February, 1859.

B.

STATEMENT of Claims for Damages caused by the construction of the Dams at the head of the BEAUHARNAIS CANAL, shewing the total amount paid on claims, and the amounts paid to Commissioners, Arbitrators and Lawyers, to the 1st January, 1859 ; also, the Amount of unsettled Claims.

	Amount paid on Claims to 1st January, 1859.	Amount paid to Commis- sioners, Arbi- trators and Lawyers, to 1st January, 1859.	Amount of unsettled Claims.
	\$ cts.	\$ cts.	\$ cts.
Amount paid on Claims.....	188,094 50	.....	.....
Do. to Commissioners.....	.....	8,633 26	.....
Do. to Arbitrators.....	.....	6,106 00	.....
Do. to Lawyers.....	.....	3,663 77	.....
Amount of unsettled Claims...	.....	.....	665,380 80
	188,094 50	18,403 03	665,380 80

C.

RIDEAU AND

Statement of Trade and

STATIONS.	Steamers and other Vessels.		Merchandise. Ton.	Square and flated Timber. Feet.	Cord Wood. No.	Butter. Ton.	Flour. Ton.	Ore. Ton.	Coal. Ton.	Shingles. M.
	No.	Ton'ge.								
Kingston Mills, 1 to 2 sec.....	2343	149,255	668	296,625	18,057	85	155	1554	64	1099
Ottawa, 1 to 2 sec.	619	31,423	2900	60,060	5,760	356	717	1920	315	232
Carillon and Grenville, 1 sec.....	2197	129,548	2803	.....	13,573	317	1046	.....	429	62

Tolls on Articles not

Ottawa, 18th January, 1859.

OTTAWA CANALS,

Tolls for the season of 1858.

Saw.	Bark.	Wheat.	Potatoes.	Iron.	Ashes.	Pork.	Sawed Lumber.	Salt.	Barrel Staves	Pig Iron.	Cement.	TOLLS.
No.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Feet.	Ton.	M.			\$ cts.
9,718	1406	12	22	1160	120	8½	18,116,526	92	265	.....	.....	2842 35
37,872	.....	710	4	1047	373	272	1,207,000	1743	473	117	.....	3392 25
.....	.....	165	.....	3931	723	453	32,283,000	2081	149	319	36	2877 46
enumerated—Winterage of Vessels—Ground rent for Cord Wood, &c.												263 29
Total.....												9375 85

(Signed)

JAMES D. SLATER,
Superintendent Rideau and Ottawa Canals.

D.

OTTAWA WORKS, SUPERINTENDENT'S OFFICE,
Ottawa, 27th September, 1858.

SIR,

I have the honor to acknowledge the receipt of your letter of the 12th ultimo, requesting me to transmit to the Department, a statement of the probable amount that will be required for repairs or construction on the works under my charge, until the first day of December next.

For the information of the Commissioners, I would state that during last winter extensive repairs were made at the principal stations, so that a comparatively small sum will be required to prepare the works for the next running season. The repairs at the slides chiefly consist of the replacing of some floor plank, and the renewal of aprons that have been worn out.

I. JOACHIM.

At this station (the highest on the Ottawa) there will be required	
6 new stop logs 14 x 14: 28 feet long, containing 228 cubic feet, at 20 cents.....	\$45 80
1 new apron	150 00
Repairing plank on bottom of slide, say.....	45 00
	<hr/>
	235 80
	<hr/>

II. CALUMET.

A portion of the bottom planking of the slide, say 100 feet long x 26 feet wide, 5 inches thick = 13,000 B. M. feet, at \$13, to be renewed.....	\$169 00
	<hr/>

III. MOUNTAIN.

Nothing required at this station with the exception of the renewal of one of the old booms which is worn out and decayed: double timber 15 x 15, 300 feet long, say 938 cubic feet white pine at 15 cents	\$140 70
30 iron bolts, 300 lb., at 10 cents.....	30 00
Planking to be renewed, 8000 B. M. feet, \$13.....	104 70
	<hr/>
	274 00
	<hr/>

IV. PORTAGE DU FORT.

The works here are in good repair, and will only require about 5400 feet of planking at \$13	\$70 20
	<hr/>

V. CHATS.

The works at this station were thoroughly repaired for last season, but some of the old planking is so much worn that it will have to be replaced, say 7200 feet B. M., at \$13...	\$93 60
Shingling Station-House, and repairing windows.....	208 00
	<hr/>
	301 60
	<hr/>

VI. OTTAWA (LATE BYTOWN).

No repairs required for next season's work.

VII. HULL.

The slide here is very much decayed ; it has been in operation for upwards of twenty years, but with some repairs it might stand another year, after which I would recommend that it be rebuilt. Replacing a portion of the bottom planking, say 7300 feet B. M. at \$13

\$94 90

VIII. LITTLE CHAUDIERE.

The slide is in good working order and no outlay will be required ; but in the canal above the island at the head of the slide, during the season of high water, there is a side current which has a tendency to carry cribs of timber out of the canal. To prevent this a side pier should be built 280 feet long 10 feet wide and 5 feet high, containing 3920 cubic feet of white pine timber, at 12½ cents.....
 Stone filling, cubic yards 407, at 60 cents

\$490 00

244 20

Iron Spikes

50 00

784 20

As this is an important station I would strongly recommend that the pier above mentioned be built.

TRIBUTARIES OF THE OTTAWA.

I. PETEWAWA RIVER.

The improvements on this river were completed early last spring, and have given general satisfaction. The water was not high this year, consequently there was no trouble in managing the works; but for the high spring floods some additions will be required : such as a short swing-dam at the Bois Dur Station, the lengthening of one of the wing dams at the 3rd chute, the extension of the slide at the crooked chute, the gravelling of the dams to keep them full in low water, and the placing of one course of hard-wood plank at the foot of each of the slides. These repairs and improvements I have estimated at

\$1100 00

And when they are completed the Petewawa works will be in a very efficient state.

II. MADAWASKA RIVER.

High Falls.

The works here are in good repair and no outlay will be required.

The slide at Chain Rapids, the dams at Bailey's, Boniface's and Barrett's Chutes, the booms at Calabogie Lake, the slide at the head of Long Rapids, and the dams at Long and Flat Rapids are in good order.

Arnprior.

For renewing a portion of the slide planking, which has been worn out, say	\$70 00
Cost of platform and crab for supporting and raising the boom in the Lake at the mouth of the river ..	80 00
	<u>\$150 00</u>

III. GATINEAU RIVER.

The booms on this river are in good order, but one of the old support piers, constructed when Mr. T. C. Keefer was in charge of the works, has been undermined and upset. These were not constructed to stand on a sandy foundation. The cost of a new pier will be about.....	<u>\$800 00</u>
--	-----------------

Bridges.

The suspension bridge at Ottawa will have to be painted; this work the Commissioners have authorized, and it will shortly be proceeded with at a cost of about, say.....	\$140 00
The tinned roof of the toll-house in connection with this bridge, has been damaged by the blasting of rocks in the neighbourhood, the repairing of which and the plaster will cost about	40 00
	<u>180 00</u>

The line of wooden bridges at Ottawa is in a good state of repair.

New Works in course of construction.

The dams at Carillon Rapids were commenced last season, and the contractor pushed the work vigorously until he was driven off by high waters in the winter months, caused by the formation of a vast body of ice at the foot of the rapids, which backed the water over the works. The contractor re-commenced operations this summer, and has now upwards of 2000 feet of the dams completed. A portion of one of the dams (about 500 feet) has yet to be laid in a very swift current. The late heavy rains have raised the water 5 feet on the rapids, and I have just had a letter from the Inspector in which he states that the works will have to be stopped until the next season of low water.

In submitting the above I have the honor to be,

Sir,

Your most obedient servant,

HORACE MERRILL,
Superintendent of Ottawa Works.

RECAPITULATION.

Joachim	\$235 80
Calumet.....	169 00
Mountain	274 00
Portage du Fort	70 20
Chats	301 60
Hull	94 90
Little Chaudière.....	784 20
Petewawa	1100 00
Arnprior ..	150 00
Gatineau	800 00
Suspension Bridge.....	180 00
	<hr/>
	\$4159 70
	<hr/>

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

E.

OTTAWA WORKS, SUPERINTENDENT'S OFFICE,
Ottawa, 25th October, 1858.

SIR,

I have the honor to acknowledge the receipt of your letter of the 16th of August, enclosing a Petition from John Supple and others, praying for improvements on the south branch of the Petewawa River, and requesting me to report on the same.

When the communication was received I was about starting for the Saguenay River, with the view of commencing the work at the long slide, and consequently had to defer my visit to the Petewawa until the present month; on the 7th instant, I left Ottawa for that stream, and was accompanied by three of the slide men and two others, so that the only expense incurred by the trip of the former were their travelling charges. We arrived at the village of Cobden the same night, and next day, the 8th, at the mouth of the Petewawa, on the 9th I procured a canoe and "portaged" to the Little Bois Dur Lake, a distance of about five miles, and the junction of the south branch and main river was reached at noon. I found that it was advisable to proceed to the upper falls and examine the river as I returned. I arrived on the 7th at the upper fall, a distance of about forty miles, on the 3rd day, parties engaged in the lumber trade on this branch of the Petewawa have built slides at the seven falls, but as they have been in operation about 15 years and were originally constructed of

slight materials, they are in a bad state of repair, and at some of the stations entirely worn out.

After carefully examining the old works, I found that four of the slides, by being thoroughly repaired, would be serviceable at less expense than that of building new ones, and that two would have to be reconstructed. The following is an estimate of the cost of repairs and new works required :

I. To the upper slide which is 1513 feet long, 260 feet should be added. This additional length will take the place of one of the old slides and be a more desirable improvement, at a cost of.....	£260 0 0
Thirty gripe bents for strengthening the upper slide, some planking for that slide, repairing the dam at the head and putting in new stop logs, will cost at least.....	110 0 0
II. I proceeded about a quarter of a mile farther down the river to the high falls slide which is 372 feet long. The dam at the head 77 feet long, being much worn will have to be rebuilt at a cost of.....	75 0 0
Removing 200 feet of the superstructure at the lower end of slide and rebuilding the same on the old foundation piers will cost.....	117 0 0
III. About half a mile from the foot of the high falls slide and farther down the stream, is the head of the cascades where the river forms itself into two channels, one of these should be closed by a dam 82 feet long and 6 feet high, at an expense of.....	35 0 0
In the other channel two glance piers should be built for the purpose of contracting the water and preventing the timber from jamming, the expense of which will be about.....	18 0 0
IV. Descending about a quarter of a mile, I arrived at the next cascade where a glance pier will be required, which I have estimated at.....	15 0 0
V. The last cascade is about half a mile further down the river, where a dam 60 feet and a slide 85 feet in length will have to be built for, say.....	150 0 0
VI. I then proceeded to the fourth slide which is about a quarter of a mile from the last mentioned station. The dam here, which is 100 feet long, must be rebuilt at a cost of about.....	100 0 0
VII. The fifth slide, counting from the upper one, is about four miles further down the river, at which station the works are completely in ruins. A dam 78 feet long and 6 feet high and a slide 271 feet in length must be renewed. After making careful measurements and calculations I think this work can be done for.....	411 0 0
VIII. Having passed down the river about 5 miles further, I arrived at the sixth slide. The dam at this place is in good repairs, the slide when built was 302 feet in length, but a portion of it (130 feet) was since carried away. The	

cost of repairing the remainder of the slide (172 feet) will be about.....	.25 0 0
And of bringing it up to its full length.....	141 0 0
IX. I then went to the seventh or last slide, a distance of five miles. The works at this station are nearest to the forks, and so much decayed as to render their reconstruction necessary. The dam will be 150 feet long, one half of it 20 feet 5 inches high, and the remaining half 10 feet 8 inches; the cost of which will be.....	
	216 5 0
The expense of building a slide 174 feet in length will be about.....	161 10 0
	£1834 15 0
Estimated cost of all the improvements.....	

To arrive at these figures I have valued timber measured in the work at 8d. per cubic foot, planking reduced to board measure at 65s. per thousand feet in the work, and iron at 6d. per lb.; these are low prices for work in that wild country where the stations are so far apart with comparatively little to be done at each station, but I am satisfied that the sum estimated will cover the actual cost of the improvements. As the works already constructed by the government on the north and main stream of the Pctewawa have given general satisfaction, and as some practical lumbermen, extensively engaged in the trade, who have contributed largely to the revenue of the Province, are connected with the south branch of the river, I would strongly recommend that this branch also be improved to enable them to compete successfully with those lumbering on the main stream. The parties interested would willingly pay reasonable tolls.

If the Honorable Commissioners should decide that these works are to be proceeded with this winter, they should be commenced at as early a date as possible.

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

HORACE MERRILL,
Superintendent of Ottawa Works.

—
F.

OTTAWA WORKS SUPERINTENDENT'S OFFICE,
Ottawa, 18th December, 1858.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 15th instant, enclosing a Petition from Messrs. Gilmour & Co., and other manu-

facturers of lumber on the Madawaska River, praying for certain improvements at Ragged Chute, and also a letter from R. W. Scott, Esq., M.P.P., recommending the construction of the works by the Department. As requested, I beg to submit the following Report :

At Ragged Chute there is a rough, jagged, projecting ledge of rock, which is the cause of much damage to large white pine timber passing over it. Various plans have been proposed for overcoming this obstruction, but I have always been of opinion that the most effectual and economical one would be the raising of the dam constructed in the year 1845, at High Falls, when Mr. Keefer was Engineer of the Ottawa Works.

Taking into consideration the importance of the Madawaska Country, and the large annual revenue derived by government from duties and slideage on the river, which will in all probability be on the increase for many years to come, as a great proportion of the saw logs, required for the extensive mills at the Chaudière Falls, at this city, will be cut on the Madawaska, I would recommend that Ragged Chute be improved by raising the dam before referred to.

The following is an estimate of the expense of the proposed improvement, based on careful measurements and calculations :

67 bents on top of dam, 52 cubic feet in each bent = 3484 cubic feet at 10d.....	£145	3	4
Additional height of triangular pier A., 750 cubic feet timber at 8d.....	25	0	0
Stone filling, 1,182 cubic feet.....	1,182	c. ft.	
Pier B., 520 cubic feet timber at 8d.....	17	6	8
Stone filling, 2,032 cubic feet.....	2,032	"	
Raising portion of abutment pier C. (20 x 50 feet) 850 cubic feet, timber at 8d.....	28	6	8
Stone filling 4,914 cubic feet.....	4,914	"	
Pier D., 570 cubic feet timber at 8d.....	19	0	0
Stone filling 2,244 cubic feet.....	2,244	"	
Pier E., 450 cubic feet timber at 8d.....	15	0	0
Stone filling, 1,700 cubic feet.....	1,700	"	
Pier F., 450 cubic feet timber at 8d.....	15	0	0
Stone filling, 1,700 cubic feet.....	1,700	"	
	13,773	c. ft.	
510 cubic yard stone, filling at 5s. per yard.....	127	10	0
Raising bywash 6 feet, 1,260 cubic feet timber at 8d.....	42	0	0
Plank for dam, 200 feet x 28 feet 5 inches thick = 26,000 feet B. M., at £4 10s. per M.....	117	0	0
Plank for bywash 32 x 30 feet 5 inches thick = 4,800 feet B. M. at £4 10s. per M.....	21	12	0
335 bolts 2 feet long, 1 inch round iron for fastening bents on dam = 1,804 lbs., at 6d.....	45	2	0
606 spikes 20 inches long $\frac{3}{4}$ inch in diameter = 1,513 $\frac{1}{2}$ lbs. at 6d.....	37	6	9
Planking spikes 12 inches long, 2,800 lbs. at 6d.....	70	0	0
Additional pier required to support upper end of boom in consequence of raising the water.			

Timber cubic feet, 432 at 8d.....	14	8	0
Stone filling 26 cubic yards at 5s.....	6	10	0
48½ inch round iron spikes, 20 inches long = 80 lbs. at 6d..	2	0	0
Estimated cost of improvement.....	£748	15	5
	or	\$2,995.	08

If the work is to be done this winter, tenders should be received at as early a date as possible, as it will require an energetic contractor to have all completed and ready for the business of the ensuing spring if he commences operations between the 1st and 10th of January next.

In submitting the above
I have the honor to be,
Gentlemen,
Your obedient servant,

HORACE MERRILL,
Superintendent of Ottawa Works.

G.

OFFICE ST. MAURICE WORKS,
Three Rivers, January 24th, 1859.

SIRS,

In compliance with your instructions of the 18th instant, I have the honor to submit for the information and instruction of the Department the following Report upon the St. Maurice Works for the year 1858.

INTRODUCTORY AND GENERAL REMARKS.

In the Estimate annexed to this Report, no notice whatever has been made of any new works that may be required upon the River. My reason for this omission is, not because I think they are not required, but because, as yet, I have had no opportunity of visiting the more remote parts of the River, to which, in my opinion, new works should for the present be principally confined. The estimate is limited---with the exception of the house for the Slide Master at Shawinigan---to small but necessary repairs. It is true that several important and beneficial additions and changes might be made upon the works now in operation; yet I consider it a matter of much greater importance, that improvements further up the River St. Maurice and upon its tributaries such as the Matewan and the Vermillion, &c.---by which extensive trade of timbered lands would be opened up and made accessible to the Lumberman---should be made, before directing the attention of the Department to matters of minor consideration. The Department is now, I believe, in possession of the reliable estimates, embracing a part,

if not all, of the principal improvements required ; and from all the information I could gather from Lumbermen, I am persuaded that the principal portion of the expenditure of money upon the St. Maurice, should, for some time to come, be confined as above stated, to the upper sections of the River and its tributaries.

REVIEW OF THE YEAR 1858.

It does not appear to me to be necessary in this Report to enter into the details of the several stations respectively. All of them, during the past year have been well and successfully worked. The improvements have sustained no injury ; nothing has been lost ; general satisfaction has been given to Lumbermen ; no complaints have been made against any one upon the works ; whilst every attention has been paid to the frequent and urgent calls for economy, which has resulted in a reduction of expenditure for maintenance to the extent of \$4,222 or about 33 per cent under the year 1857. This diminished cost of the works may not appear at first sight by referring to the books of the Department, but upon examination it will be found that the expenses and pay lists of the " Office Three Rivers" Superintendants and Boom Masters salaries, and certain other descriptions of accounts, were returned to account of *Construction* in 1857, while in 1858 they were charged to maintenance. This will account for any discrepancy that may appear to exist.

No new works were commenced during the year 1858, although three new Piers at the mouth of the River began in 1857, were completed in April last, and the Crib Slide at Grés Falls was suspended about the same time. In June last the Store House at the Mouth of the River, upon Gil-mours' Island was removed to the east side, and placed upon land purchased from McCabe for Boom purposes. This property has been enclosed by a suitable fence.

PRESENT CONDITION AND REQUIREMENTS OF THE WORKS.

All the works at the several stations operated the past year may be considered as in good condition ; having sustained no injury except such as result from usual wear and decay, some improvements and repairs of little magnitude, as more clearly set fourth and explained in the annexed estimate are however absolutely required. The safety of the Booms, and the lumber that may be in them, renders it necessary that the repairs therein mentioned should be made in March and April next before the Booms are sketched.

The shanty at Shawenagan in which the Slide Master resides is in a very dilapidated state, a new house has been several times recommended and put in the estimates of my predecessors, and it appears to me necessary that it should be made, I therefore put down \$800, in the estimate for that purpose making a total \$1,205.45.

The Booms at La Tuque during the past year were not stretched, but I am informed by Mr. Baptist, who is making a large quantity of logs above that place, that it may be necessary to extend them next spring. If so, some additional outlay may be required.

During the past year several parcels of land at Shawenagan and the Grande Mère were laid out and surveyed for Boom purposes, as seen by return of plans submitted to the Department on the 4th of October last. No formal possession has been taken of these lands nor any arrangement made with the proprietors. Until these lands and the lands recommended by me and shewn by the sketches sent the Department on the 13th instant, are finally taken and settled for, they will I fear prove a prolific source of annoyance.

FUTURE PROSPECTS.

It has been said that the lumber trade is the first to feel, and the last to recover from the pressure of hard times. Judging from the effects that the almost universal stagnation of trade has had upon the St. Maurice, this saying appears to be well founded. But it should not be forgotten, that such depressions in our staple trade have always been followed by lengthy periods of great activity and prosperity, and there are many reasons for believing, that this revival is not far distant, and that the St. Maurice, will be a large partaker in the benefits that will result therefrom. That the government will be eventually repaid for its fostering assistance to this noble River I think there can be no doubt. The improvements already made including the "Piles road," has already had a very beneficial effect in settling the territory and bringing under cultivation large tracts of excellent lands. Such settlements, while the road and the works are yet in a very imperfect state, augur well for the future. All of which is respectfully submitted.

I have the honor to remain,
Sirs,
Your most obedient servant,

HENRY R. SYMMES,
Superintendent St. Maurice Works.

APPROXIMATE ESTIMATE of the cost of the Works referred to in the prefixed Report, with details.

<i>Booms at Mouth.</i>		
The ends of many of the Booms are so much used or decayed that it would be unsafe to allow them to go longer without renewing. I have therefore put in this Estimate :		
Renewing 11 Oak head-pieces, for Booms, at \$4..	44 00	
1 new Post in Pier, (old one too small) at \$16.....	16 00	
		60 00
<i>Grés Falls.</i>		
Iron Straps on the heads of 6 Boom pieces, 212lbs., at 10 cts.	21 00	
To prepare Boom for receiving Iron, \$4.....	4 00	
		25 20
<i>Shawenegan.</i>		
New house for Slide Master, \$800.....	800 00	
To renew a portion of large Pier in Shawenegan Bay, requires 28 pieces timber, 448 ft., at 8 cts..	59 74	
165 Iron Bolts, 850lbs., at 10 cts.....	85 00	
A small Anchor Pier, 12 feet square and 6 feet high to replace an anchor that drags, it requires 354 feet of flatted timber, at 10 cts.....	35 40	
64 Bolts, 176lbs., at 10 cts.....	17 60	
1½ toises Stone Filling, at \$6.....	9 00	
		1006 74
<i>Grande Mère.</i>		
9 rotten Boom Windlasses to be renewed, at \$1.50 cts.....	13 50	
Repairs required to house, lathing, plastering, 2 door cases, raising chimney, &c.....	100 00	113 50
	\$	1205 44

HENRY R. SYMMES,
Superintendent St. Maurice Works

Three-Rivers, January 24th, 1859.

H.

TO HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Upon the letter from the Secretary of the Buffalo Board of Trade, addressed to the Honorable the Provincial Secretary, and transmitted to this Department, the undersigned have the honor to report :

In that letter the inconvenience and loss annually sustained by the Canadian as well as by the United States mercantile interests, in consequence of the state of the channel through Lake St. Clair is not overstated.

The channel hitherto used is the northern one—it is very circuitous, contracted, and shoal—a fleet of vessels may frequently be seen in it, either wind bound or stopped by want of water—causing great detention and expense in towage, transshipment and lighterage ; to such an extent, in fact, that it is only to be wondered at, that those states, which have hitherto been so much more interested, in the navigation of Lake St. Clair, than Canada, have not had the improvement, now proposed, long since carried out—this may, in some measure, be accounted for, by the fact, that, although it is possible to deepen the American channel, still it would remain very circuitous, and be subject to silt up after being dredged.

The undersigned presume that the channel proposed to be improved, and called in the letter of the Board of Trade, “the *South Channel*” is that, known in this province, as “the Middle or Walpole Channel,” the upper portion of which is the boundary between the States and Canada, and the lower part is through Canadian territory solely.

It is much the shortest, most direct, and, continuing the line of the river above it, would have the full benefit of current to keep it open.

Until last year, the maximum draft of water, that a vessel could carry through the Welland Canal, was from 8 feet 9 inches to 9 feet, there was no reason therefore to induce the province to embark in the expenditure of improving the channel in question—but, now, that ten feet draft is obtained in the canal, it is very important that all obstructions, to vessels, loaded to that depth, should be removed.

The application of the Buffalo Board of Trade, is not as explicit as it is desirable it should be, as to the breadth and depth to which it is proposed to open the channel, as well as upon other points ; but taking it for granted, that these matters of detail can be mutually and satisfactorily decided on, the undersigned would respectfully recommend that Canada should co-operate with the State of New York in the contemplated improvement, on the following conditions :

That the work be done under contract between such parties as the Board of Trade of Buffalo may fix upon, and this Department—that, that Board, in their corporate capacity, or, some two or three of the respectable merchants of that city, become securities for the due performance of the contract, and the opening of the channel to the satisfaction of this Department—that the amount to be contributed by Canada should be one-third of the cost, but in no case to exceed the sum of five thousand pounds,—that two-thirds the expense be first paid by the Buffalo Board of Trade, and that Canada shall not be called upon to pay her quota, until it is fully

ascertained that the remaining third (not exceeding the sum already stated) shall be sufficient to complete the work.

The undersigned would urge the adoption of this last condition as they are of opinion the ultimate cost of the work is understated.

Respectfully submitted.

F. LEMIEUX,
Chief Commissioner Public Works.

H. H. KILLALY,
Assistant Commissioner Public Works.

Department of Public Works,
Quebec, 17th April, 1858.

I.

TORONTO, 29th November, 1858.

SIR,

Agreeably to instructions, I recently visited Detroit with a view to closing up the bussiness connected with deepening and enlarging the channel-way through St. Clair "Flats."

The weather at the time being unfavourable, I had no opportunity of again taking soundings through the cut, but the examination made in the middle of October last, when nearly $\frac{3}{4}$ ths of the extent of work was done, that the appropriation admitted of, together with the details subsequently furnished by Mr. Polglase the person in immediate charge, fully warrants me in stating that the whole of the work has been faithfully and judiciously executed, in the manner previously directed by me.

The channel-way is now 300 feet in width at the upper end, 275 feet at the lower end and of an average of fully 12 feet in depth below ordinary low water mark, as assumed by the Gentleman under whose directions the United States appropriation was expended.

Under this Gentleman's management (Captain Whipple) a lighthouse and leading beacon, ranging in a direction through the cut, and also a Day-Beacon as a guide at the mouth of the river, are in progress of construction, so that when these works are completed, they, together with the buoys already placed along both sides of the cut, will at all times clearly define the channel-way, and in moderate weather render a passage through it, night or day, an easy matter to those in charge of vessels.

This fall, vessels have generally used the new channel, and several have passed during the night, which if I mistake not is something that has seldom hitherto been accomplished in the history of the navigation of this lake.

The benefits arising from the improvements have thus far proved highly satisfactory, so much so, that I was informed the Topographical engineer department, and parties directly interested; contemplate applying for such a grant from the United States Government, as will be sufficient to increase the depth of the channel to 15 feet below ordinary low water,—

urging as a reason for so doing that, by estimates made in the Custom House Department, over \$300,000,000, are invested in property annually passing over the "Flats" the greater part of which would be substantially benefited by further improvements.

Granting such to be the case, it may be fairly assumed, that in view of such advantages, the further enlargement and future maintenance of the channel-way may be safely entrusted to the United States Government.

The work done under the Canadian Grant, commenced on the 26th August, and was continued, when weather permitted until the 30th October.

It consisted principally in increasing the width of the cut, for about 80 feet at the upper end, and 40 feet at the lower end, straightening it throughout on the north side and the removal of a number of bars left during former dredging operations.

The measurements were made and very satisfactorily kept by Mr. Wm. Polglase, a person who was employed for a like purpose when the work was carried on under the United States Grant.

In August.....	2872 c. yards were removed.
In September.....	23165 c. " "
In October.....	26974 c. " "

Total..... 53011 c. yards were removed.

Which at the rate of 37 cents per c. yard as per agreement entered into between the Buffalo Board of Trade and Theodore D. Barton, will make the expenditure as follows, viz:

Dredging 53,011 c. yards at 37 cents.....	\$19,614.07
Amount paid Superintendent.....	305.50
Amount of Engineers' travelling expenses.....	64.98
	<hr/>
Total.....	\$19,984.55
Amount of appropriation.....	\$20,000.00
	<hr/>
Balance on hand.....	\$ 15.45

I have the honor to be,

Sir,

Your obedient Servant,

JOHN PAGE,
Chief Engr. P. Works.

Honorable L. V. SICOTTE,
Chief Commissioner of Public Works.

K.

MONTREAL OCEAN

The following Table furnishes the date of departure and arrival, length of voyage, number of Passengers and cargo carried by this line of Steamers for the Year 1858.

STEAMER.	Left Liverpool.	Arrived at Quebec.	Passage.		Number of Passengers.	Cargo Inwards.			Left Quebec.
			D.	H.		T. Weight.	T. Meast.	Total.	
Anglo-Saxon	21 April,	2 May,	11	...	344	166	593	759	22 May,
North American	5 May,	17 do	11	20	327	337	181	518	5 June.
Indian	19 do	1 June,	12	20	291	263	158	421	19 do
Nova Scotian	2 June,	14 do	12	11	318	115	587	702	3 July,
Anglo-Saxon	16 do	27 do	10	18	218	105	183	288	17 do
North American	30 do	13 July,	12	16	170	180	151	331	31 do
Indian	14 July,	24 do	10	1	217	290	408	698	14 August
Nova Scotian	28 do	8 August,	10	18	215	250	872	1122	28 do
Anglo-Saxon	11 August,	22 do	10	20	195	338	793	1131	11 September.
North American	25 do	9 September.	15	4	231	240	817	1057	25 do
North Briton	8 September.	20 do	12	10	221	116	1028	1144	9 October
Nova Scotian	22 do	5 October	12	15	135	360	460	820	23 do
Anglo-Saxon	6 October,	19 do	12	20	202	480	474	954	6 November.
Indian	20 do	1 November.	12	9	119	342	395	737	20 do
Average passage.			12	1	3203	3582	7100	10682	Average

STEAMSHIP COMPANY.

voyage, number of Passengers and cargo carried by this line of Steamers for the Year 1858.

Arrived at Liverpool.	Passage.		Number of Passengers.	Barrels, Pot Ashes.	Barrels, Pearl Ashes.	Minots of Grain.	Barrels of Flour.	Tcs. of Beef.	Hhds. of Brandy.	Kegs of Butter.	Packages of Ind. Rubber.	Pieces, Pine Deals.
	D.	H.										
3 June,	11	10	249	621	279	16987	1650					
17 do	11	8	214	507	117	20425	1469	76				
30 do	10	13	611	253	6	19239						
16 July,	12	11	718	518	215	24760					11	
27 do	9	20	494	405	207	17410	12		27		31	
11 August,	10	12	205	930	222	21129					79	
24 do	9	14	175	730	124	24148	315	45	10		29	
9 September.	12	1	169	458	200	24000	1244			6	7	928
21 do	9	20	145	626	242	2610	16			107	13	6940
7 October,	10	18	149	463	208	3204	596	4		96	63	533
20 do	10	6	162	604	98	19585	88		42		202	3394
4 November,	11	9	161	631	416		106	40		1561	50	9010
20 do	14	6	195	567	46	11013	2712		10	1021	22	
1 December.	11	6	146	1113	309	2100	112	318	10	2339		2321
passage.	11	2	3793	8456	2689	206610	8320	483	99	5130	507	23126

30 Boxes Ore.
 20 do do.
 171 Railway Springs.

L.

REPORT ON THE CONSTRUCTION OF THE GRAND BAY AND MAL BAIE ROAD.

SIR,

In conformity to the letter received from Thos. Begly, Esq., Secretary of your Department, under date Toronto, 26th August, 1858,

I immediately commenced work on the Grand Bay and Mal Baie Post road, and as instructed, following Mr. Baillargé's suggestions by commencing where I left off last year by his orders. Five miles from here, going towards Mal Baie with one gang, and placed another gang to make the road to avoid the "Passe des Monts" mountain.

From this side I made a little over five miles, including a few small bridges the most expensive of which cost six dollars--leaving still to make about five miles to complete the road to the Camp de Milieu from here.

The five miles made is 12 feet wide drained where necessary, cleared, levelled and rounded off, cost \$572.80, equal to \$115.56 per mile.

To avoid the "Passe des Monts" mountain, I commenced at Camp de Bouillianne, three miles on this side of the Mal Baie River, where Mr. Baillargé visited with me, and found a very level track with the exception of one hill at starting and made the road through nine and a half miles to Lac à Bazile, 12 feet wide, complete for a cart to pass, excepting a few boulders to blast next summer, in this distance owing to the number of streams coming from the mountain sides, I had to build ten bridges varying from 20 to 152 feet long, costing \$210.60 in all, the highest \$82.40, and the lowest \$1.60, and thirteen more varying from 10 to 18 feet long costing \$37.80 in all. Apart from these streams over which the bridges are built the road is over a dry loam soil, with gravel and boulders, nearly all of which have been removed.

Owing to the lateness of the season I had to abandon the work and make a rough sleigh road for this winter of four miles, to join the old road, which cost \$96 or \$24 per mile.

There being a good many wind falls in the road and some of the old bridges being in a bad condition, I cleared the road through from this to Mal Baie, so that the postman and travellers would have the road open, which cost \$38.40.

The nine and a half miles from Camp de Bouillianne to Lac Bazile, cost \$1,250.40, equal to \$131.62 per mile.

The work and expenditure stands thus for this year :

Cost of 5 miles completed from this end.....	\$572 80
“ opening the 4 miles to join the old road.....	96 00
“ of clearing the road through.....	38 40
“ of the 9½ miles at Passe des Monts.....	1250 40
Paid for grindstone and expenses taking up.....	2 10
“ for postages, stationery, &c.....	6 05
My time and expenses to Mal Baie per steamer; engaging men, \$2; tracing road \$12.....	39 00
Paid for 2000 cedar rails to fence road in settlement at Cail-louton.....	20 00

My expenses returning from Mal Baie.....	5 00
My time and expenses to and from Mal Baie to pay men.....	33 00
Balance cash on hand to go on with next year.....	186 00
	\$2248 97
Total received by me this year.....	

(Signed) PASCHAL BOUCHARD,
Superintendent.

To the Honorable,
The Commissioner of
Public Works, Canada.
Grande Baie, 1st Feb., 1859.

M.

TORONTO, 20th January, 1859.

SIR,
I have the honor to report, for the information of the Commissioners of Public Works, the progress of engineering operations upon the Nepisingue division of the Ottawa survey committed to my charge, 1st November, 1858.

I received my instructions on the 16th November, and left Collingwood on the morning of the 20th November in the steamer Rescue with my party, consisting of nineteen men, and stores sufficient for their support during six months, and reached the Indian village of Shi-ba-wah-wing, twenty-five miles west of the mouth of French river, on the same night.

Here it was represented that the navigation was dangerous, and that no large craft could safely go within ten miles of shore, we however proceeded towards French River, and about six miles from shore fell in with a small schooner which had just landed a party of Surveyors at the east mouth of that river. Our stores were transferred to this vessel, and taking her in tow of our boats, we landed about dusk in the east mouth, and discharged our lading the same evening.

The next day, leaving the party building shanties, to store our provisions in, I proceeded along the shore and passing several deep inlets and false rivers, I entered the main mouth of French River. Had we carried on board of the Rescue, a pilot who knew the river, we could easily have taken that craft, drawing nine feet water, into this broad and deep channel, to the foot of the "Petites Dalles" rapids, three miles from Lake Huron, with perfect safety, as there is no where less than six fathom soundings, and we could see none of those partly submerged rocks and reefs, which render access to the north shore generally so dangerous.

The approach from the east is difficult, but westward of the Bustard Islands which protect the mouth of the river from the south and south-west gales, there is a clear navigation, and all that is required to make a perfectly safe harbour, is to buoy out the channel, and establish a light-house on some prominent point.

When I arrived (20th November) the French River was free from ice, and remained so for a week, we took advantage of this to get a three

months' supply of provisions by boat up to the "Grandes Recollets" falls, nineteen miles from Lake Huron. The ice then began to form, and during the next fortnight we made but comparatively small progress, as the ice was too strong to admit the passage of boats without much cutting, and not strong enough to walk upon; we, however, by cutting ice as far as we could, and then drawing our boats over the strong ice on sleds, and launching them when it became too weak to bear, contrived to get our provisions up to the "Rapids de Parisien" thirty-six miles from Lake Huron. I have been thus particular in describing this part of our work as it has occupied much of our time, and taxed our energies more severely, than the engineering operations, which we came to French River to perform.

By the 20th of December the ice in the river was sufficiently strong to bear, except near the rapids; and we then commenced running a continuous transit line on the ice, and taken levels for the purpose of making a reliable map and section of the river, all previous maps and profiles being erroneous in many respects.

At the same time we took soundings enough to give the general depth of the river, and at the probable site of artificial works, such as the strength of the ice allows.

More than this I have not attempted, conceiving it to be a waste of time and money to take soundings through the ice for the purpose of discovering obstructions to navigation, as the process is tedious and usually unreliable: for this reason, that the submerged needle pointed rocks that are most dangerous to vessels, are nine times out of ten, overlooked by this system.

I therefore confine my soundings to the places where I wish to estimate the probable amount of submarine rock excavation; and I propose to discover the obstruction to navigation by sweeping the channel, after the breaking up of the ice in the spring, to such depth as may be required by the scale of navigation to be adopted.

In my instructions bearing date of 16th November, 1858, it is stated that "the survey is to be prosecuted with the view of ascertaining the practicability of opening a ship communication between the St. Lawrence and Lake Huron through the Ottawa waters; and not for the purpose of making a minute and highly accurate hydrographic chart of the river, except so far as the same may be subservient to the first named purpose."

Keeping this object steadily in view, I have endeavoured to spend no more time, on the survey of French River, than was absolutely necessary; but to push on to that point where I conceived the most investigation was required.

As soon as the ice would allow, I left the party at work at French River, and travelled on foot all round the shores of Lake Nepissingue, and carefully examined the "height of land" between that lake and the Ottawa waters, and then returned to the mouth of the river, having travelled some two hundred miles.

From this reconnaissance, and from such instrumental examinations as have been completed, I am able to report that the improvements of the French River, from Lake Huron to the east end of Lake Nepissingue, will be a comparatively simple process, and one of less cost than has been generally supposed.

The total fall of the river from the level of Nepissingue to that of Lake Huron is between fifty-five and sixty feet, and the distance fifty miles. It is not rapid ; but consists of long straight reaches of still water, of great depth, separated from each other by natural dams of rock, over which the river pours in short rapids.

Sometimes it is contracted to a channel of five or six hundred feet in width, with perpendicular rocks on either side, from fifty to a hundred and fifty feet high ; and again it expands into broad lakes studded with islands ; but everywhere, except in the vicinity of the rapids, deep and still. The obvious mode of improvement is to increase these natural dams to such a height as would drown out all currents which could interrupt navigation, and connect the pools, thus formed, by locks.

The natural facilities for the construction of both locks and dams, are very great, and the immense volume of water discharged, renders tight dams unnecessary, always an expensive and perishable mode of construction.

The regimen of the French River is very uniform, the average between extreme high and low water not exceeding five feet ; while the multitude of islands will serve as ice breakers, and prevent any destructive movement of the ice ; thus removing the two principal objections to a navigation of the character contemplated.

There are four obstructed points in French River : the "Petites Dallas" an insignificant rapid, three miles from Lake Huron ; the "Grandes Recollets" Falls, sixteen miles further up, and of about seven feet in height ; the "Parisien" Rapids, thirty-six miles from Lake Huron, and the "Chaudière" Falls, at the outlet of Nepissingue.

Six locks of ten feet lift, with the requisite number of dams, would open a good inland navigation to east end of Lake Nepissingue, eighty miles from Lake Huron.

Of the cost of this improvements, I shall be prepared to speak in my general report hereafter.

When we come to the east end of Lake Nepissingue, and cross the height of land between it and the Ottawa waters, we encounter, for the first time, some engineering difficulties.

Trout Lake which lies about six miles from Lake Nepissingue, is twenty-three feet above it, and is the summit level.

It is a mere basin in the hills, with no streams running into it, and a limited area of country from which to drain the rain-fall, and it is certain, that the supply of water, from that source, would not be sufficient for the purposes of this navigation.

Fortunately, however, there are several methods of overcoming this difficulty, none of which would involve an amount of work which could be said, by any means, to render the scheme impracticable, or even more costly than similar engineering works executed within our own times. Considerable instrumental examinations will have to be made before I can speak definitely upon the works that may be necessary, and the cost of them.

During the two months which have elapsed since my party has been upon French River, they have got, to within a few miles of Lake Nepissingue, provisions enough to last until the opening of navigation ; and they have surveyed the obstructions to navigation to the second "Parisien" Rapid, obtaining such data as will enable me to estimate the cost of what-

ever improvement may be decided upon hereafter, and they have also made a plan and section of the river for the same distance.

A few weeks now, if the ice keeps good, will enable me to finish my winter operations on French River. I will then press on with the examinations of the height of land, so that I may be able to report to the Commissioners at as early a date as possible, upon the question of supply.

I have the honor to be,
Very respectfully,
Your obedient servant,

THOS. C. CLARK, C. E.

N.

OTTAWA SURVEY, ALLUMETTES DIVISION.

MONTHLY REPORT.

Des Joachim, November 30th, 1858.

SIR,

In accordance with my instructions, I have the honor to submit my Report for the month of November of the progres made by the party under my charge.

The notification of my appointment was received on the 2nd of November, and my acceptance forwarded on the 3rd, on the 6th I received telegram from the Honorable P. M. Vankoughnet directing me to make arrangements at once to commence survey with only one half of party as proposed in accordance therewith, I at once proceeded to forward provisions and stores to this place as the most central and despatched Mr. Monsell and three axemen to Portage du Fort with the instruments and canoes to guard against the possibility of accidents on the long Portage by the other route having completed all by the morning of the 10th, I telegraphed to you, asking for intructions, on the 15th I received telegram from you asking the names of party as reduced by previous advice forwarded the required information on the 16, and received final instructions to proceed on the 17th.

In accordance with these instructions, I left Ottawa on the 18th and arrived here on the evening of the 19th, being joined next day-by Mr. Monsell with the canoes and instruments, final arrangements were made for proceeding to the Matawan.

The party left the head of this Portage at 1 P.M. on the 22nd and reached the foot of McLarly's Rapids at 5 P. M. next day the 23d, the Rocher Capitaine Portage was passed and encamped for the night five miles above it having sent back one of my boats for provisions to the Deux Joachim, it became necessary to transport the supplies and camp equipage in the remaining two canoes, one of $3\frac{1}{2}$ fathoms the other $3\frac{1}{2}$, consequently two trips became a matter of necessity, so that we were obliged to spend the

24th at Deux Rivières, next day we were only able to reach the foot of Levellier Rapid but on the 26 we finally encamped six miles above it, at the allotted station of the first party for the winter, the 27th the weather prevented all attempt at working and it was not till the 29th, the first party under Monsell, actually got to work, the 30th it blew a perfect hurricane. My proceedings since then properly belong to the report for the current months.

In describing the portion of the work now covered by my party, I would remark that it is almost unknown but presents no particularly difficult features to the Engineer or Surveyor beyond the absence of inhabitants and the consequent necessity of being obliged to rely on our own exertions for provisions and all materials. The Upper reach when the first subdivision has been placed, will require the most careful examination as it is obstructed by shoals and boulders to a considerable extent. From the head of the Levellier Rapid to the foot of the Matawan Rapids is a distance of 17 miles, thence to the mouth of the Matawan is 2 miles, total 19 miles now under Survey.

From the Levellier which is the Head of the Rapids known as the Deux Rivières to the foot of these rapids, is 3 miles thence, to the head of Rocher Capitaine is ten miles requiring only such examination as will place the fact of its character beyond doubt.

The Rocher Capitaine Rapids are 2 miles in length, Maribou and Mc-Larly's Rapid 3 miles, Deux Joachim Rapid 2 miles and 11 miles obstructed channel; from the fort of Deux Joachim to mouth of Deep River a distance of 27 miles a very slight hydrographical examination is necessary.

There is thus 79 miles of River course to be surveyed that has never been submitted to the test of instrumental investigation of which over 30 miles must be *closely and fully examined*. I am of opinion that it will not be possible to carry on field operations after 31st March or the middle of April at further and thereupon have made my arrangements accordingly.

I have been influenced by the consideration that the portion of the district allotted to me, extending from mouth of Deep River to Portage du fort has been accurately examined already and therefore that all my exertions should be directed to the completion of the portion now covered; at the same time, I beg respectfully to remind you that in my letter of acceptance bearing date 3rd November, I took the liberty of directing your attention to the state of this lower portion as a part of the topography and some other trivial examinations were required to complete it. I have since learned that a survey of that part, between Portage du Fort and the Calluncet Falls a distance of some ten miles has been made during last summer and autumn by Mr. T. E. Norman, and can probably be made available for the purpose in view. I have therefore to request that all documents relating to M. Shanly's survey of this Division, with the plans, and those of Mr. Norman's recent survey may be placed in my hands, so that I may be enabled to form the necessary Report on the data furnished.

As I have been engaged making the survey, referred to under Mr. Shanly, I know exactly what is wanting to complete it and therefore will expend no more time or labor than is necessary to accomplish that end. At the same time, it will be necessary to allow me further assistance to the extent asked for, by my letter of 3rd November, because I wish to complete all the field work before the middle of April, in case you should decide on

allowing me the requisite means to prosecute this work, I shall be able to place in your hands before the end of July next the Report, Plans and Estimates of the whole division embracing a distance of 150 miles.

From the necessity existing of constantly watching the favorable time for getting particular parts of the work completed, it will be impossible for me to furnish Reports or reply to letters &c., as punctually as the rules of the Department requires.

I shall use all diligence to accomplish the work intrusted to my care in an expeditious, economical and satisfactory manner.

I have the honor

to be, Sir respectfully,

GEORGE H. PERRY.

Hon. L. V. SICOTTE,
&c., &c., &c.

O.

OTTAWA SURVEY—ALLUMETTE DIVISION,

MONTHLY REPORT.

Des Joachim, 31st December, 1858.

SIR,

My last monthly Report detailed the course of proceedings to date, I have now to continue the narrative of proceedings to the date of the present document.

From 1st December to the 10th inclusive, I was engaged laying out work from the junction of the Mattawan to Fort of Des Joachim Rapids, a distance of 52 miles. In that period there was only 5 working days. From the 10th to the 19th inclusive, we had but 6 working days, and from 20th to 26th only 2½ days. The last week of this month was favourable and the principal part of progress effected during that week.

A survey of Des Joachim Rapids has been made as well as about two miles of River Course above the rapid. A survey has also been made of a chain of lakes to the north of the Portage, offering peculiar facilities for the site of the lateral canal necessary to overcome the rapids. The length of this survey is five miles, of which fully 3½ miles are lakes.

On the upper portion of this division the surveys had been completed for five miles above L'éveiller's Rapids, so that over ten miles of river has been surveyed in addition to the examination of the lateral project.

The river will not be closed so as to permit soundings before the first of February.

I have to request that those instruments referred to in my letter of 11th ult. may be forwarded to me. I have to report that Messrs. Austin and Buchanan joined my staff, and are at their respective posts.

I would respectfully urge on you the necessity of considering the requisition in my last Report, for an addition to my staff. I work one of the sub parties myself and any day I am compelled to devote to the ordinary routine duties, is a serious loss, which an extra hand would effectually prevent.

It is only by incessant toil and labour that this work can be completed by the end of the proper period, and my party would be seriously retarded by loss of even an axeman's services. I have to employ one person, Mr. C. E. Perry, to clerk for me in the field, and, require another while attending to my own duties.

During my exploration of the river, I found in store at the Deux Rivières fifteen half barrels of pork belonging to the former survey. It is now in a damaged condition and should be sold for whatever may be offered. If you wish to have it disposed of please, send the necessary orders.

I have the honor to be

Sir,

Your most obedient servant,

(Signed,)

GEORGE H. PERRY.

Hon. L. V. Sicotte.

P.

OTTAWA SURVEY.

Arnprior, 1st December, 1858.

GENTLEMEN,

I have the honor, agreeably to instructions, to report the progress of the Survey, under my charge, to 30th November.

In order that the work performed under Mr. Shanly might prove available, I was obliged at once to make arrangements to complete the Trigonometrical Survey, on which the several lines of soundings altogether depend; whether these soundings have been taken sufficiently in detail to enable me to furnish an Estimate, as called for by you, I cannot determine, without having access to the "Field" Books.

Much time has been necessarily expended in finding out the stations of the former Survey, this, in connection with much annoyance from ice, has retarded our progress.

I have organised but a small party (eight) as I shall have no difficulty in procuring additional hands, should I require them.

The pay list for November I shall forward as soon as the blank forms, which I applied for yesterday, arrive.

My monthly average expenditure will not exceed the amount I stated in my letter of 5th November, viz.: six hundred and forty dollars (\$640.)

The navigation of the Upper Ottawa closed on the 25th November.

I have the honor to be,

Gentlemen,

Your most obedient servant,

(Signed,)

W. B. GALLWEY.

The Honorable
The Commissioner of
Public Works, Canada.

Q.

ARNPRIOR, *3rd January, 1859.*

GENTLEMEN,

I have the honor to report the progress of the survey, under my charge.

Advantage was taken of the first ice to complete the soundings of that portion of the *Lac des Chats* left unfinished on the suspension of the late survey, and as I find, on reference to Mr. Shanly's report, that "consecutive and close soundings" have been taken on the other portion, I would not feel justified in incurring further expenditure.

The river has therefore been sounded throughout, from Ottawa to Portage du Fort, and all the work on that reach, for which the winter affords facilities, has been performed.

Owing to the depth of water contemplated (10 to 11 feet) a very close examination of the "Chenaux," and "Chats" rapids is necessary, and I regret to say I have already lost much time in trying to perform a duty which should be done after the breaking up of the ice; the rapids are not only dangerous, but the information gained unsatisfactory. A very good survey of the shore lines, and Islands of these rapids has been made by Mr. Norman, and a copy of his plans would be valuable to me.

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

W. B. GALWEY.

The Honorable
The Commissioners of Public Works.

R.

Toronto, 12th January, 1859.

TO THE HONORABLE THE COMMISSIONERS OF PUBLIC WORKS.

GENTLEMEN,

In compliance with your instructions, I have the honor to submit the following Report on the continued Survey carried on under my charge, but lately suspended by order of the department; of that portion of the River Ottawa embraced between Chats Lakes and the foot of the Calumet Falls, a distance of some fifteen miles.

The survey was commenced on the 20th July last, and the out door work closed on the 30th October.

Although it might be supposed that my instructions confined me to the survey of the Islands rendered necessary in consequence of the very nume-

rous applications from various parties for them, and to the River for water power connected therewith, I did not limit the survey to such objects only, but conducted it, so as to render it, subsidiary to the deciding upon the mode for the improvement of the navigation for that extent of the river, I was induced to take this course in consequence of the practicability of the survey being made available for both purposes at a comparatively very trifling additional expense, which I think will at once appear, when it is considered that a detailed survey of so many miles of the most intricate portion of the river has been effected within a space of three months and at the cost of but £475.

Any report on the hydraulic power on this reach of river is so dependent on and so closely connected with the survey for the improvement of the Ottawa for navigation, that I am almost necessitated to confine myself to its present capabilities. However the map now furnished with the section thereon will afford all the information with regard to levels, distances, &c., which will at any time be required for the locating of hydraulic privileges, and shewing the extent to which they may be granted, and by clearly defining the extent and position of the numerous Islands, will in future prevent the difficulties heretofore encountered by the Department, owing to the numerous applications made by several parties for the same Island, and such Island being applied for under different names, and there being hitherto no surveys sufficiently detailed or correct to furnish information as to the position or extent of the Islands when applications were made to lease or otherwise occupy them. This would be further facilitated by naming the Islands.

By referring to the report I had the honor to submit to the Department in March last, I pointed out the most efficient and economical manner in which the enormous extent of water power at the Chats could be rendered available, and from increased opportunities, I have since had of examining generally that portion of the River, I have ascertained that the dams I have recommended for the purposes of Hydraulic power would be most important and would be available for the proposed improvement of the navigation, as by means of this and the completion of a channel through Morris Island (which nature has half made) and another through Great Chats Islands, a line of navigation from the Chaudière to Chats Lake, could be formed, having the advantage of being more direct, facile and economical, and having a greater depth of water at either end when contrasted with the present incomplete Chats Canal. It appears to me to be a question for serious consideration, whether in the event of the navigation of the Ottawa upon an enlarged scale being adopted at any future period, the course I have alluded to should not be followed and the present Chats Canal be converted into a Timber Channel.

After leaving the Chats Lake, the first portion of the River requiring attention in a Hydraulic point of view, is that at Portage du Fort, for although there is a Rapid below it at the Chenaux, immediately on leaving Chats Lake, yet from the fall there being but about one foot in low water, varying to as great a height as five feet at high spring water, I consider the facilities that exist there (in the natural state of the River) are not such as to justify outlay merely for Hydraulic purposes. But, should the improvement of the navigation of the Ottawa be undertaken, in that case it would probably be effected at this part by adopting the Channel known as the

Middle or Canoe Channel as that for the trade, for which it could be well adapted by the construction of a lock and connecting, by means of dams a few of the small Islands at the head of it. This would enhance the value of the Chenaux Islands for Hydraulic purposes.

By the selection of this course in connection with that which I have suggested in the improvement of the River at the Chats, the dam at the head of the Chats which has been recommended would not be required, and as this dam might cause the flooding of the low lands surrounding Chats Lake, throw backwater on the dams and mills on the Mississippi, Madawaska and Bonnechere and thus involve the Department to claims for damages which, with the experience of the Beauharnois Canal claims, would be a matter for serious consideration.

The lock and dams at the Middle or Canoe Channel would create a good navigation with abundance of water to the slack water at Goulds Landing and to the village of Portage du Fort. From either point to the foot of the Sables Rapids a distance of about six miles, there are a series of swift currents and rapids, with a total fall according to my estimate of about 11 feet, although the section on the map, drawn according to the levels furnished me and certified to by Mr. G. H. Perry, would make it about 16 feet. The five feet of difference, between our levels, occurring immediately below the Split Rock Rapid.

The improvement of the reach of River, from Portage du Fort to the foot of the Sables Rapids, I am inclined to believe can be effected without much difficulty by means of probably but one lock, and a dam of no considerable extent. There is a ravine from below the village of Portage du Fort to Bently's Bay, a distance of little over half a mile, through which the water, I am told, makes its way in time of flood. It appeared to me very desirable to run a line of levels through this ravine, which could be effected within a very short period, and which I would have done but for the very peremptory manner in which I was directed to suspend my operations.

From the foot of the Sables Rapids to the head of the Calumet is a distance of about six miles, in which the principal falls are "4' 3" at the Sables," "13' 3" at the Mountain," "6' 6" at the Dargis," and "56 feet at the Calumet."

The Hydraulic power at the Sables is of great extent and is capable of being made available for a variety of establishments at small expense, by means of short dams connecting the Islands in that part of the River.

The fall at the Mountain being three times as high as that at the Sables, the power there is greater, but it is not at all so available as that at the latter, inasmuch as the area on which it could be applied is very limited, owing to the narrowness of the River there, and the high land being close to its banks on each side.

The fall at the Dargis is but half that at the Mountain, in other respects the facility of making use of the water power there and the extent of the available area for which may be looked upon as much the same.

As my survey terminated at the foot of the Calumet Falls, I am not enabled to state the extent of power which could be derived from the mighty mass of water which tumbles down, in a short distance, the height of 56 feet, but taking into consideration the deep gorge through which these waters thunder, the very high and perpendicular sides of the gorge, it

seemed to me from the cursory view I had of it, that comparatively but little advantage exists there for the erection of Machinery, except in a few positions towards the head of the Falls.

As to the channel or course which it is probable will be found the most desirable to improve the navigation of the River from the Chaudière Lake to the foot of the Sables Rapids, my opinion will be found in this and my previous Report of March last. It appears to me for that reach of the River nature leaves but little choice.

The River divides at the foot of the Sables Rapids into two great branches, one, the Calumet Channel, and the other, the Rocher Fendu Channel, and from the great obstructions and difficulties to be encountered in either, it will require much experience and consideration to select the proper location for the Canal. From any Reports I have seen, attention would appear to have been confined to the former, but taking into consideration the character of the gorge and the great fall concentrated in it, it seems to me that the Rocher Fendu Channel is worthy of more particular examination. The fall is more distributed and the distance by it is some 6 or 8 miles shorter than by the Calumet Channel.

The same cause which prevented me from reporting more fully on the ravine at Portage du Fort, namely, the premature close of my operations, prevents my furnishing the Department in detail with the extent of the water power and the best mode for making use of the almost unlimited power which nature offers for the driving of Machinery, by means of the water of this great River, not having ascertained, as was my intention, the volume of water from soundings, which I intended taking in the winter, and the rate of current at lowest water.

My instructions referring more immediately to the ascertaining the extent of water power which could be created and the best mode for rendering it available, my attention was of course chiefly so directed, but as I have already stated, I have throughout endeavoured to make the survey intrusted to me as generally serviceable as possible.

On examining the documents forwarded to me with my instructions, applications for Islands, &c., situated in the Ottawa River, I find that had a reliable Survey been made of the Chats, considerable revenue might now be derived therefrom. Now, I would urge strongly on Government that such a survey of this portion of the River has been made, the necessity for laying the Islands out into lots as suggested in my Report of March last.

It is a matter for serious consideration whether any of the Islands situated between Chats Lake and the Calumet should be disposed of until such time as the location of the Canal is decided on. Already a number of persons have squatted and built on the large Island opposite to Portage du Fort, and unless the Government soon takes steps towards asserting their claim to it, large demands for compensation for such improvement will no doubt be made.

On every tributary of the River below the City of Ottawa, and on the Ottawa itself, at the City, lot after lot is being eagerly bought up by persons who bring wealth to the Country by establishing Mills and Factories in it. But once above the City, experience shews that few will avail themselves of the unlimited water power so invitingly set before them by nature, until such time as means of exporting their manufactures present themselves, less expensive than the present. Such means of transport must

be found either in the Brockville and Ottawa Railway, which first touches the River at Arnprior, or by obliterating the present causes of expense, the Rapids, by canalling.

In glancing over the Maps of this fine Country (the Ottawa,) the mind becomes strongly impressed with what may be its future: with its large mineral resources, as yet but partially developed, but known to be of great extent and value. Unequaled by any Country in the world for its luxuriant growth of Timber, especially of Red and White Pine, having its Grand River with Tributaries surpassing in volume the largest Rivers of Europe, and the advantages of unlimited water power which they do not possess. An extent of Agricultural Country capable, on careful examination, of supporting a population of 8,000,000 of inhabitants. The prospect of a water communication of immense extent which must eventually, with a connecting line of Railway, form a continuous communication between the Atlantic and the Pacific Oceans. Thus bringing to our door not only the immense trade of the Great West, but of products of India, China, Japan and Australia. And as this vast tract must from its capabilities become at no distant period a large Manufacturing Country, too much importance cannot now be placed on the settlement of its numerous Islands and the proper development and the locating of its great water power.

In conclusion, I have to acknowledge the able services rendered me by Mr. Geo. E. Lindsay and Mr. Bruce McConnell, and the other Gentlemen who composed my Staff of Assistants, each of whom I found at all times prompt, careful and attentive to their duties.

I have the honor to be,
Gentlemen,
Your Most Obedient Servant,

THOS. E. NORMAN,
Civil Engineer.

R E T U R N

To an Address from the Legislative Assembly of the 23rd ultimo, for
Statement of Balances of Collections from Public Works.

By Command.

C. ALLEYN,
Secretary.

SECRETARY'S OFFICE,
Toronto, 4th April, 1859.

A DETAILED STATEMENT of the BALANCES outstanding, and due by COLLECTORS
of CANAL TOLLS, &c., up to the 28th February, 1859.

NAMES.	PORTS.	Date when accrued.	Amount.		REMARKS.
			\$	cts.	
A. Murray	Port Robinson	1853 & 1854.	6	63	This Statement does not include the Amounts due on account of Hydraulic Works on the Wel- land and St. Lawrence Canals, which are under the charge of the Public Works Depart- ment. { Transferred to the Crown Land Department.
W. Benson	do Maitland	1856 & 1857.	2	00	
John Davidson . . .	Burlington Bay . .	1846 & 1849.	132	26	
J. M. Bonacina . . .	Chambly	1853	37	13	
Late M. Borne	do . . . . .	. . . . .	2	05
W. H. Kittson	Cobourg Harbour . .	1846	282	22	
J. Hemphill	Port Dover do . . . .	. . . . .	22	22
Duncan Graham . . .	Ottawa Slides	1850 & 1854.	3541	10	
William Davis	Trent Slides	1853 & 1855.	306	93	
William Butler . . .	{ St. Athanase and Spiers Corner Road }	{ 1852 }	2	00	
	Total . . . . .	. . . . . \$	4334	54

WM. DICKINSON,

Acting Deputy Inspector General.

INSPECTOR GENERAL'S OFFICE,
Toronto, 1st April, 1859.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 30th ultimo, praying His Excellency to cause to be laid before the House, "a synopsis of the several tenders " which may have been received by the Board of Works for the construction of the "Chats Canal," and works connected therewith, " shewing the name of the party making each such tender."

By Command.

C. ALLEYN,

Secretary.

SECRETARY'S OFFICE,

Toronto, 11th April, 1859.

(Copy.)

ABSTRACT of TENDERS received for the CONSTRUCTION of the CHATS CANAL.

No.	NAMES OF CONTRACTORS.	Amounts.		
		£	s.	d.
1	Brown, McDonald, and Cotton	110957	2	9
2	James Stewart	119987	14	3
3	W. Ly and O'Malley	226509	13	9
4	Francis and Rigney	124826	5	0
5	Donald Kennedy	120322	13	9
6	Goodham and Leamy			
7	James A. Shuler, John F. Shuler, Simon Simmons, and Jacob Keefer....	102118	14	10
8	Moses Cooke, John Beatty, and J. Berryman	112680	19	2
9	McDonald and Schram	91226	8	8
10	Wilson and Brown	136612	1	8
11	William McDonald and William Murray			
12	B. F. Wilson, James Row, and David Row	137411	17	5
13	S. Hetfield, D. McQuigg, and J. C. Foster	172298	16	0
14	Andrew Hodge and D. A. McDonald	153119	3	10
15	Brown and Watson	98799	3	3
16	Brown, McDonald, and James Cotton	102260	11	10
17	Ronald McDonald	108673	5	0
18	Andrew Elliott	118182	8	9
19	B. E. Wilson, James Row, David Row, and W. H. Wilson	137877	12	3

R E T U R N

To an Address of the Legislative Assembly dated 7th March, 1859, praying for a Copy of the Papers connected with the St. Maurice Works.

By Command.

C. ALLEYN,

Secretary.

SECRETARY'S OFFICE,

Toronto, 29th April, 1859.

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