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SESSIONAL PAPERS.

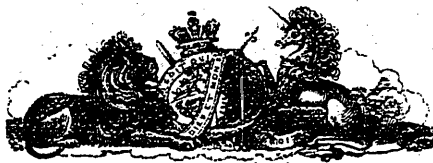
VOLUME 3.

FIRST SESSION OF THE SEVENTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

Session 1862.



VOLUME XX.

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

LIST OF SESSIONAL PAPERS.

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ARRANGED ALPHABETICALLY.

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| Accounts, Public, - - - - (No. 4.) | Licenses, - - - - (No. 30.) |
| Accounts, Trinity Houses, - - - - (No. 5.) | |
| Agriculture, - - - - (No. 32.) | Malbaic Gaol, - - - - (No. 35.) |
| Arms, - - - - (No. 17.) | Metapedia Road, - - - - (No. 36.) |
| Assurance Companies, - - - - (No. 9.) | Military Defence, - - - - (No. 17.) |
| | Militia, - - - - (No. 17.) |
| Banks, - - - - (No. 9.) | Montreal Ocean Steamship Co., (No. 1.) |
| Baptisms, Marriages and Burials, (No. 8.) | Montreal Turnpike Trust, (No. 6.) |
| Bonds and Securities, - - - - (No. 12.) | Municipal Returns, - - - - (No. 20.) |
| Boudreau, E., - - - - (No. 38.) | |
| Bridges, - - - - (No. 31.) | Ottawa College, - - - - (No. 14.) |
| | |
| Circuit Court, Drummond - - - - (No. 28.) | Postmaster General, - - - - (No. 1.) |
| Clerk, Crown Chancery, - - - - (No. 24.) | Postmasters, - - - - (No. 1.) |
| Colonial Defence, - - - - (No. 17.) | Prisons, - - - - (No. 19.) |
| Crown Lands, - - - - (No. 11.) | Public Accounts, - - - - (No. 4.) |
| | Public Offices, - - - - (No. 37.) |
| Education, - - - - (No. 34.) | Public Works, - - - - (No. 3.) |
| Emigrant Agents, - - - - (No. 21.) | |
| Estimates, - - - - (No. 4.) | Railways, - - - - (No. 16.) |
| | Reciprocity Treaty, - - - - (No. 23.) |
| Fee Fund, - - - - (No. 13.) | Registrars, - - - - (No. 7.) |
| Fisheries, - - - - (No. 11.) | Richelieu Company, - - - - (No. 16.) |
| Fishery Bounties - - - - (No. 11.) | Rideau Canal, - - - - (No. 31.) |
| Foreign Insurance Companies, (No. 27.) | Rigaud Seigniores, - - - - (No. 33.) |
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| Governor General's Instructions, (No. 29.) | Statutes, Provincial, - - - - (No. 10.) |
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| Hamilton Debentures, - - - - (No. 22.) | Tassé, Didacc, - - - - (No. 30.) |
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 HENDRY, CHARLES:—Return, relative to his resignation as Postmaster of Conestogo, in Waterloo.
 KINKORA:—Return, relative to removal of the Post Office.
 MONTREAL OCEAN LINE of STEAMSHIPS:—Return, with correspondence on the subject of.
 POSTMASTERS:—Return of List of Postmasters dismissed since last General Election.
- No. 2 - - TRADE and NAVIGATION, CANADA:—Tables of, for 1861.

CONTENTS OF VOLUME NO. 2.

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- No. 4 - - PUBLIC ACCOUNTS of CANADA, for 1861.
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- No. 6 - - MONTREAL TURNPIKE ROADS:—Accounts of Trustees, for 1861.
- No. 7 - - REGISTRARS, UPPER CANADA:—Return of Fees, for 1861.
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 FISHERIES:—Report of W. Gibbard, Esq., Overseer in charge of Lakes Huron and Superior.

- No. 11 - - FISHERIES, UPPER CANADA :—Report of Superintendent, for 1861.
- No. 12 - - BONDS and SECURITIES :—As recorded in Provincial Registrar's Office, to 20th March, 1862.—(*Not printed.*)
- No. 13 - - FEE FUND :—Return of Fees received for Fee Fund, Upper Canada, and salaries paid to County Judges and Recorders, for 1861.
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Bursar's Statement of Cash Transactions, for 1861.
- No. 15 - - JESUITS' ESTATES :—Statement respecting, for 1861.
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ASYLUMS, PRISONS, &c. :—Annual Report for 1861.
- No. 20 - - MUNICIPAL RETURNS :—For Upper and Lower Canada, for 1861.
- No. 21 - - EMIGRANT AGENTS :—Instructions given to, and Reports received from, Salaries, &c.
- No. 22 - - HAMILTON, CITY OF :—Return relative to the indebtedness of, &c., &c.
- No. 23 - - RECIPROCITY TREATY :—Report of the Minister of Finance on.
- No. 24 - - VOTES POLLED LAST ELECTION :—Return from Clerk of the Crown in Chancery
- No. 25 - - RIVER DES PRAIRIES :—Report of Arbitrators on claims of proprietors of Bridges across said river.

- No. 26 - - HEIRS HOLLAND :—Return, relative to claim of.—(*Not printed.*)
- No. 27 - - FOREIGN INSURANCE COMPANIES :—Return of those who obtained Licenses from Minister of Finance, &c., &c.
- No. 28 - - CIRCUIT COURT, DRUMMOND :—Return to non-holding of Circuit Court in Drummond.
- No. 29 - - ROYAL INSTRUCTIONS TO HIS EXCELLENCY THE GOVERNOR GENERAL.
- No. 30 - - REVENUE INSPECTOR, IBERVILLE :—Return, divers Statements of.—(*Not printed.*)
 TAVERN LICENSES :—Return of those who have failed to transmit their fees to the Receiver General.
 SHOP and TAVERN LICENSES :—Return of the number of, in each Township, Village, &c., &c.
- No. 31 - - BRIDGES, LACHINE CANAL :—Return, relative to erection of.
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- No. 33 - - SEIGNIORAL COMMISSION :—Return, Statement of expenses.
 SEIGNIORY of RIGAUD :—Return, Statement of payments made by Commissioner, on account of.
- No. 34 - - EDUCATION :—Report of Superintendent of Education for Lower Canada, for 1861.
 EDUCATION :—Report of the Chief Superintendent of Schools for Upper Canada, for 1861.
- No. 35 - - MALBAIE COURT HOUSE and GAOL :—Return of Papers relative to Construction of.—(*Not printed.*)
- No. 36 - - METAPEDIA ROAD :—Return of Papers relating to.
 PIERS and HARBORS, LAKE ERIE :—Return, Statement, in detail, of expenditure of \$20,000.
- No. 37 - - PUBLIC OFFICES :—Return, statement of New Offices created, since 1861.
- No. 38 - - BOUDREAU, E. :—Return relative to Inquests held by him, as Coroner for Saguenay.—(*Not printed.*)

TRINITY HOUSE ACCOUNTS.

Dr. THE TRINITY HOUSE OF QUEBEC, in Account Current with ALEXANDRE LEMOINE, Treasurer.

Cr.

| | | | | |
|-------|---|------------|---|------------|
| 1861. | To Paid F. Buteau, for boarding John Smith, Jr., Superintendent of Pilots, on board the steamer "Napoleon," on his visits to the Light Houses..... | \$3157 84 | By Balance on the 31st December, 1860..... | \$ 761 21 |
| | do do F. Gourdeau, on account of the expenses for carrying out the orders of the Honorable the Commissioner of Public Works, respecting the arrangements necessary to meet the war steamers on their way from England to Bic, with troops and ammunition..... | 1809 71 | do do Joseph Hudson, for deals and boards bought for beacons, but not used..... | 26 66 |
| | do do Amount of the following abstracts, viz.:- | 1554 77 | By received from the depot under their charge, viz.:- | 10 20 |
| | 1. Contingencies..... | 454 57 | D. Vaughan, keeper of the depot at Belle Isle..... | \$ 10 03 |
| | 2. Harbor Office..... | 3482 83 | E. Trudeau, do do Cape Rosiers 142 50 | |
| | 3. Buoys..... | 17 50 | D. Ballantyne, do do West Point | 13 40 |
| | 4. Beacons..... | 1716 87 | Anticosti..... | 165 93 |
| | 5. Oil account..... | 2123 93 | By received from E.B. Lindsay, balance of his ac | 59 50 |
| | 6. Quarantine..... | 123 97 | fine and cost..... | 11 83 |
| | 7. Provision Depots..... | 1113 58 | By received from L. Massue, for 35½ gallons of refused Oil, at 1s. 8d..... | |
| | 8. Light Ship..... | 551 98 | By received from Provincial Government, amount of War- | |
| | 9. Pillar..... | 198 57 | rants, viz.: | \$ 8000 00 |
| | 10. Red Island do Light House..... | 113 08 | 11891 00 | 10000 00 |
| | 11. Green Island do do..... | 87 72 | 10000 00 | 6094 48 |
| | 12. Biquet do do..... | 1716 82 | | |
| | 13. Point des Monts do do..... | 1523 80 | | |
| | 14. St. Croix do do..... | 1448 78 | | |
| | 15. Cape Rosiers do do..... | 203 83 | | |
| | 16. West Point Anticosti do do..... | 1684 92 | | |
| | 17. S. W. Pt. Anticosti do do..... | 560 92 | | |
| | 18. East End Anticosti do do..... | 43 78 | | |
| | 19. Forteau do do..... | 11 88 | | |
| | 20. Belle Isle do do..... | 9205 00 | | |
| | 21. Father Point do do..... | 8881 37 | | |
| | 22. Fortneuf do do..... | 1100 00 | | |
| | 23. St. Antoine do do..... | 1013 92 | | |
| | 24. Salary, Trinity House Officers..... | | | |
| | 25. Salary, Light House Keepers..... | | | |
| | 26. Pensions..... | | | |
| | 27. Stores..... | | | |
| | Balance..... | 46311 49 | | |
| | | 484 32 | | |
| | | \$47020 81 | | \$47020 81 |

Sworn to as being correct, at Quebec, this 19th March, 1862.
 (Signed,) DANIEL MCGIE, J. P.
 Examined. Balance in the Treasurer's hands being four hundred and eighty-four dollars and eighty-two cents.
 [E. E.] Quebec, 31st December, 1861.
 A. LEMOINE, Treasurer.
 JAMES GILLESPIE, Master.

THE QUEBEC DECAYED PILOTS' FUND, in account current with ALEXANDRE LEMOINE, Treasurer of the TRINITY HOUSE, Quebec.

Dr.

Cr.

| FOR THE FOLLOWING SUMS AND PENSIONS PAID DURING THE YEAR 1861. | | \$ cts. | \$ cts. | \$ cts. |
|--|---|---------|-------------------|-----------------|
| 1861 | To arrears of pensions up to 31st December, 1860..... | 234 00 | | |
| | " amount of pension list for quarter ending Jan. 31, 1861 | 191 81 | | |
| | " do do do April 30, 1861 | 1908 88 | | |
| | " do do do July 31, 1861 | 1894 37 | | |
| | " do do do Oct. 31, 1861 | 1821 59 | | |
| | To amount granted as relief..... | 260 88 | | |
| | For the following sums of money invested: | | 8039 53 | |
| | To amount deposited in the Quebec Provident and Savings Bank..... | 800 00 | | |
| | " do do Caisse d'Economie Notre Dame..... | 2000 00 | | |
| | " do do Quebec Savings Bank..... | 800 00 | | |
| | " do do Bank of British North America..... | 1600 00 | | |
| | For the following sums paid: | | 5200 00 | |
| | To C. Lesperance, for assisting the Treasurer in the collection and distribution of the Pilots' Fund, from 1st October 1860, to 1st December, 1861..... | 483 33 | | |
| | " E. R. Fréchette, for publishing in the <i>Canada</i> the Annual Statement of the Fund..... | 13 00 | | |
| | " Middleton & Dawson for do do in the <i>Quebec Gazette</i> | 16 80 | | |
| | " A. Coté & Cie, for do do in the <i>Journal de Québec</i> , and for printing blanks..... | 44 36 | | |
| | " K. Alleyne, Solicitor's account, for professional services..... | 5 00 | | |
| | Balance | | 562 49 | |
| | | | 4539 65 | |
| | | | \$16341 67 | |
| | By Balance in the hands of the Treasurer, on the 31st December, 1860..... | | | 3972 91 |
| | CAPITAL AND INTEREST RECEIVED FROM THE FOLLOWING, DURING THE YEAR 1861. | | | |
| | From the Quebec Turnpike Road Trustees, 1 year's interest on \$20,000 to 1st July, 1861..... | | 1368 00 | |
| | " G. Bissett, 1 yr's interest on \$800 to Oct. 4, 1860..... | | 48 00 | |
| | " Minister and Trustees St. Andrew's Church, 1 years interest on \$2000, to Nov. 18, 1861..... | | 120 00 | |
| | " Quebec City Corporation, 1 year's interest on \$8000, to 1st November, 1861..... | | 516 00 | |
| | " Provincial Government, 1 year's interest on \$1000, to 1st October, 1861..... | | 96 00 | |
| | " Estate Sir James Stuart, 1 year's interest on \$4000, to 9th May, 1861..... | | 240 00 | |
| | " J. Cary, 1 year's interest on \$1200, to May 20, '61..... | | 72 00 | |
| | " C. H. Tetu, 1 yr's interest on \$1600, to March 17, '61..... | | 96 00 | |
| | " P. Boisseau, 1 year's interest on \$3500, to 26th January, 1861..... | | | 1149 05 |
| | " P. Boisseau, amount of collocation in case No. 54, the City Building Society vs. Mary Atkins..... | | | 2130 67 |
| | " P. Boisseau, balance of interest on \$900, to 17th October, 1861..... | | | 917 06 |
| | " O. L. Richardson, amount of collocation in case No. 163, Thompson vs. Fitzback..... | | | 40 00 |
| | " Estate John Jones, amount of collocation in the case of the Quebec Building Society vs. J. Jones..... | | | 42 80 |
| | " Ignace Adam and others, on account of their obligation of 17th November, 1849..... | | | |
| | " R. E. Simard, amount of his note for poundage and interest thereon..... | | | |
| | " <i>Fines and Costs</i> —Amount received in 1861..... | | | 6865 58 |
| | " <i>Poundage</i> —Amount collected during 1861..... | | | 80 00 |
| | | | | 7423 18 |
| | | | | 19341 67 |

Sworn to as being correct and true, at Quebec, this 20th January, 1862.
 E. GLACKEMEYER, J. P. }
 Examined—Balance in hand, four thousand five hundred and thirty-nine dollars and sixty-five cents.

[E. E.] Quebec, December 31, 1861.
 A. LEMOINE, Treasurer.
 J. GILLESPIE, Master.

ACCOUNTS OF THE TRINITY HOUSE OF MONTREAL, in Account with Her Majesty's Government.—(Printed in Abstract Form.)

| | | DR. | \$ cts. | \$ cts. |
|-----------------|---|-----|----------|-----------|
| 1861. | | | | |
| March 31 | For Salaries and other Disbursements, for Quarter ending this day | | 2,149 79 | |
| June 30 | do do do | | 1,404 65 | |
| September 30... | do do do | | 3,320 49 | |
| December 30... | do do do | | 5,663 99 | |
| | | | | 12,508 92 |
| 1860. | | | | |
| December 31 ... | By Balance in Bank of Upper Canada, to credit of Treasurer ... | | 2,424 34 | |
| February 23.... | By Warrant from Receiver General..... | | 2,000 00 | |
| July 15..... | By do do | | 4,000 00 | |
| November 1 | By do do | | 4,000 00 | |
| | | | | 12,424 34 |
| December 31 ... | By Balance due Treasurer..... | | | \$84 58 |

Examined and found correct. Balance due Treasurer, 31st December, 1861, eighty-four dollars and fifty-eight cents.

Wm. EDMONSTONE, *Warden,* } *Auditors.*
 J. L. BEAUDRY, *Warden,* }

(E. E.)

E. D. DAVID,
Treasurer.

Montreal, 31st December, 1861.

ACCOUNTS OF THE MONTREAL DECAYED PILOT FUND.

Decayed Pilot Fund in account with the Treasurer of the Trinity House, Montreal.

| | | DR. | \$ cts. | \$ cts. |
|-----------------------------|--|-----|----------|------------|
| 1861. | | | | |
| March 31 | For Pensions, for Quarter ending this day..... | | 159 00 | |
| June 30 | do do do | | 294 00 | |
| September 30... | do do do | | 219 00 | |
| December 31 ... | do do do, Debentures, &c | | 2,234 12 | |
| | | | | 2,906 12 |
| 1860. | | | | |
| December 31 ... | By Balance in Treasurer's hands | | 857 46 | |
| Jany. & Feby.. | By Poundage and Interest, &c | | 224 00 | |
| April, May and June | do do | | 294 92 | |
| July, Aug., & September.... | do do | | 665 28 | |
| Oct., Nov., & December.... | do do | | 1,459 78 | |
| | | | | \$3,501 44 |

Accounts of the Montreal Decayed Pilot Fund.—(Continued.)

| STATEMENT OF FUNDS. | | \$ cts. |
|----------------------------------|--|-------------|
| Montreal Harbour Bonds | | 3,200 00 |
| Montreal Water Works Bonds | | 5,600 00 |
| Government Debentures | | 2,800 00 |
| Cash in Treasurer's hands | | 595 32 |
| | | \$12,195 32 |

Examined and found correct. Balance in Treasurer's hands, 31st December, 1861, five hundred and ninety-five dollars and thirty-two cents.

WM. EDMONSTONE, *Warden,* }
J. L. BEAUDRY, *Warden,* } *Auditors.*

(E. E.)

E. D. DAVID.

Montreal, 31st December, 1861.

Treasurer.

No. 6.—ACCOUNTS OF THE MONTREAL TURNPIKE TRUST.
(Printed in Abstract.)

DISBURSEMENTS FOR HOUSE AT MILE END, from 1st January to 30th June, 1861

| | | \$ cts. |
|------------------------|---|-----------|
| December 30, 1860..... | Cost to date..... | 773 53 |
| January 26, 1861..... | Premium of Insurance..... Voucher 14... | 3 55 |
| | C R E D I T . | 777 08 |
| June 30..... | Six months Rent, to date | 24 00 |
| | | \$ 753 08 |

DISBURSEMENTS UNDER EXPENSE ACCOUNT, from 1st January to 30th June, 1861.

| | | \$ cts. |
|--------------------|--|-------------|
| June 30, 1861..... | Interest Account—See that Account..... | 5,974 65 |
| do 30, do | Petty Account—See that Account..... | 450 53 |
| do 30, do | John Penner, Secretary.....160... | 750 00 |
| do 30, do | William Youle, Overseer.....161... | 320 00 |
| | | \$ 7,525 18 |

GENERAL TOLL ACCOUNT, from 1st January to 30th June, 1861.

| | | \$ cts. |
|--------------------|--|-------------|
| June 30, 1861..... | Victoria Tolls, net amount, six months | 327 01½ |
| do 30, do | St. Antoine Tolls, do | 485 50 |
| do 30, do | Lower Lachine Tolls, do | 232 15 |
| do 30, do | Quebec Tolls, do | 1,660 40 |
| do 30, do | St. Laurent Tolls, do | 3,830 59½ |
| do 30, do | Côte des Neiges Tolls, do | 1,451 00 |
| do 30, do | Upper Lachine Tolls, do | 1,961 46 |
| do 30, do | Long Point Tolls, do | 208 30 |
| | | \$10,156 42 |

TURNPIKE ROADS ACCOUNT, from 1st January to 30th June, 1861.

| | | \$ | cts. | \$ | cts. |
|--|--|-------|------|-----------|------|
| December 31, 1860..... | Cost of Roads to date..... | | | 216,286 | 71 |
| Disbursements and proportion of Expense Account: | | | | | |
| June 30, 1861..... | Upper Lachine Road..... | 1,836 | 59 | | |
| do 30, do | Lower Lachine Road..... | 2,213 | 60 | | |
| do 30, do | St. Antoine and St. Luc Roads..... | \$29 | 72 | | |
| do 30, do | L'Abord à Plouffe Road..... | 1,788 | 04 | | |
| do 30, do | St. Catherine Road..... | 1,294 | 73 | | |
| do 30, do | St. Laurent Road..... | 1,878 | 69 | | |
| do 30, do | Victoria Road..... | 413 | 63 | | |
| do 30, do | Quebec Road..... | 2,934 | 76 | | |
| | | | | 13,189 | 76 |
| C R E D I T. | | | | | |
| | | | | \$229,476 | 47 |
| June 30, 1861 | By tolls as per General Toll Account | | | 10,156 | 42 |
| | | | | \$219,320 | 05 |

BALANCE SHEET, from 1st January to 30th June, 1861.

Dr.

Cr.

| | | \$ | cts. | | | \$ | cts. |
|---------------------------------------|---------|----|---|--------------|----|----|------|
| Turnpike Roads, cost to date..... | 219,320 | 05 | Road Bonds issued for money borrowed | 201,200 | 00 | | |
| Board of Works, Plans of Bridges..... | 660 | 94 | Receiver General, advances to pay interest..... | 25,837 | 59 | | |
| House at Mile End, cost to date..... | 753 | 08 | Thomas Heaven, balance of contract..... | 24 | 32 | | |
| City Bank Deposits..... | 6,640 | 30 | Rutherford & Kerr, do..... | 400 | 00 | | |
| Cash in Office..... | 87 | 54 | | | | | |
| \$227,461 91 | | | | \$227,461 91 | | | |

Examined and found correct.

H. TAYLOR,
W. J. KNOX,

JOHN PENNER,

Secretary.

Montreal, 30th June, 1861.

HOUSE AT MILE END, from 1st July to 31st December, 1861.

| | | \$ | cts. |
|------------------------|--------------------------------|-------|------|
| June 30, 1861..... | Cost to date..... | 753 | 08 |
| C R E D I T. | | | |
| December 31, 1861..... | Six months rent, to date | 24 | 00 |
| | | \$729 | 08 |

DISBURSEMENTS under Expense Account, from 1st July to 31st December, 1861.

| | | \$ | cts. |
|------------------------|---|--------|------|
| December 31, 1861..... | Interest account—see that account | 5840 | 89 |
| do 31, do | Petty account—see that account..... | 1296 | 60 |
| do 31, do | John Penner, Secretary..... | 830 | 00 |
| do 31, do | William Youle, Overseer..... | 320 | 00 |
| | | \$8287 | 49 |

GENERAL TOLL ACCOUNT, from 1st July to 31st December, 1861.

| | | \$ | cts. |
|-------------------|----------------------------|----|------------|
| December 31, 1861 | Victoria Tolls, net amount | | 482 00 |
| do 31, do | St. Antoine Tolls, do | | 610 00 |
| do 31, do | Lower Lachine Tolls, do | | 432 05 |
| do 31, do | Quebec Tolls, do | | 1757 50 |
| do 31, do | St. Laurent Tolls, do | | 6013 42 |
| do 31, do | Côte des Neiges Tolls, do | | 1938 00 |
| do 31, do | Upper Lachine Tolls, do | | 2875 61 |
| do 31, do | Long Point Tolls, do | | 514 60 |
| | | | \$14623 78 |

TURNPIKE ROADS ACCOUNT, from 1st July to 31st December, 1861.

| | | \$ | cts. | \$ | cts. |
|---|---------------------------------------|------|------|----------|------|
| June 30, 1861 | Cost and repairs of Roads to date | | | 219320 | 05 |
| Disbursement and proportion of Expense Account on | | | | | |
| December 31, 1861 | Upper Lachine Road | 1989 | 44 | | |
| do 31, do | Lower Lachine Road | 2806 | 08 | | |
| do 31, do | St. Antoine and St. Luc Road | 708 | 50 | | |
| do 31, do | L'Abord à Plouffe Road | 1506 | 47 | | |
| do 31, do | St. Catherine Road | 1012 | 97 | | |
| do 31, do | St. Laurent Road | 1431 | 20 | | |
| do 31, do | Victoria Road | 282 | 55 | | |
| do 31, do | Quebec Road | 3280 | 74 | | |
| | | | | 13017 | 95 |
| C R E D I T. | | | | | |
| December 31, 1861 | By Tolls, as per General Toll Account | | | 14623 | 78 |
| | | | | \$232338 | 00 |
| | | | | \$217714 | 22 |

BALANCE SHEET, from 1st July to 31st December, 1861.

Dr.

Cr.

| | | \$ | cts. | | | \$ | cts. |
|----------------------------------|--|----------|------|--|--|----------|------|
| Turnpike Roads, cost to date | | 217714 | 22 | Road Bonds, issued for money borrowed | | 201200 | 00 |
| Board of Works, Plans of Bridges | | 660 | 94 | Receiver General, advances to pay interest | | 25837 | 59 |
| House at Mile End, cost to date | | 729 | 08 | Thomas Heaven, Balance of Contract | | 24 | 32 |
| City Bank Deposits | | 7846 | 80 | Rutherford & Kerr, do do | | 400 | 00 |
| Cash in office | | 510 | 87 | | | | |
| | | \$227461 | 91 | | | \$227461 | 91 |

Examined and found correct.

H. TAYLOR,
EDWARD QUIN.

JOHN PENNER,
Secretary.

Montreal, 31st December, 1861.

(No. 7.)

RETURN of the Fees and Emoluments received by Registrars of Counties in Upper Canada; made in pursuance of the 76th section, cap. 89, Consolidated Statutes for Upper Canada; for the year 1861.

| County. | Name of Registrar. | Total Receipts. | Expenses. | Net Receipts. |
|----------------------------|-------------------------|-----------------|-----------|---------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Simcoe,..... | George Lount,..... | 3929 58 | 1230 00 | 2699 58 |
| Durham, (East Riding)..... | George C. Ward,..... | 1301 13 | 470 00 | 831 13 |
| Peterborough,..... | Charles Rubidge,..... | 1524 56 | 690 00 | 834 56 |
| Renfrew,..... | James Morris, Jr.,..... | 404 75 | | |
| Elgin,..... | J. McKay,..... | 1537 35 | 500 00 | 1037 35 |
| Norfolk,..... | F. S. Walsh,..... | 1512 13 | | |
| Victoria,..... | Hartley Dunsford,..... | 1764 25 | | |
| Huron,..... | John Galt,..... | 3902 00 | | |
| Stormont,..... | George C. Wood,..... | 712 25 | | |
| Peel,..... | J. Brega,..... | 1262 77 | 360 00 | 902 77 |
| Lincoln,..... | John Powell,..... | 1566 82 | | |
| Frontenac,..... | James Durand,..... | 1480 50 | 400 00 | 1080 50 |
| Dundas,..... | Alex. McDonell,..... | 654 50 | | |
| Welland,..... | D. D. Everardo,..... | 1491 96 | 1095 00 | 396 96 |
| London, (City)..... | W. C. L. Gill,..... | 736 16½ | | |
| York,..... | John Bidout,..... | 3596 95 | | |
| Leeds,..... | David Jones,..... | 1466 60 | | |

(No. 8.)

RETURNS of Marriages, Baptisms and Burials, from certain Districts, for the year 1861.

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

RETURNS

From Chartered Banks, Savings Banks, and Assurance Companies.

CHARTERED BANKS.

No. 1.—CITY BANK OF MONTREAL.

No. 2.—LA BANQUE DU PEUPLE.

SAVINGS BANKS.

No. 3.—MONTREAL CITY AND DISTRICT SAVINGS BANK.

No. 4.—LA CAISSE D'ECONOMIE (Savings Bank) OF NOTRE DAME DE QUÉBEC.

No. 5.—QUÉBEC PROVIDENT AND SAVINGS BANK.

No. 6.—NORTHUMBERLAND AND DURHAM SAVINGS BANK.

ASSURANCE COMPANIES.

No. 7.—QUEEN INSURANCE COMPANY.

No. 8.—ROYAL INSURANCE COMPANY.

No. 9.—HOME INSURANCE COMPANY, NEW YORK.

No. 10.—PHENIX INSURANCE COMPANY, HARTFORD, CONNECTICUT.

No. 11.—HARTFORD FIRE INSURANCE COMPANY.

No. 12.—CANADA LIFE ASSURANCE COMPANY.

No. 13.—MANHATTAN FIRE INSURANCE COMPANY.

No. 14.—PROVIDENT LIFE ASSURANCE AND INVESTMENT COMPANY.

No. 15.—BRITISH AMERICA ASSURANCE COMPANY.

No. 16.—LIVERPOOL AND LONDON FIRE AND LIFE ASSURANCE COMPANY.

No. 1.—CITY BANK OF MONTREAL.

| LIABILITIES. | | cts. |
|--|--|---------------------|
| Promissory Notes in circulation, not bearing Interest..... | | 452056 00 |
| Bills of Exchange do do do ..... |  | ..... |
| Bills and Notes do bearing Interest..... |  | ..... |
| Balances due to other Banks..... | | 116483 13 |
| Cash Deposits, not bearing Interest..... | | 327951 74 |
| Cash do bearing Interest..... | | 330612 71 |
| | | \$1228103 58 |
| ASSETS. | | |
| Coin and Bullion..... | | 310030 23 |
| Landed or other property of the Bank..... | | 38000 00 |
| Government Securities..... | | 162458 34 |
| Promissory Notes or Bills of other Banks..... | | 68981 17 |
| Balances due from other Banks..... | | 45417 46 |
| Notes and Bills discounted..... | | 1772975 03 |
| Other debts due to the Bank, not included under the foregoing heads..... | | 160177 33 |
| | | \$2558039 58 |

CITY BANK, MONTREAL,
April 7th, 1862.

F. MACCULLOCH,
Cashier.

No. 2.—LA BANQUE DU PEUPLE (Monthly Statement).

| CAPITAL. | | \$ | cts. |
|---|-------|-----------|-------|
| Capital authorised by Act..... | ..... | 2000000 | 00 |
| Capital paid up..... | ..... | 1481870 | 00 |
| LIABILITIES. | | | |
| Promissory Notes in circulation, not bearing interest..... | ..... | 197645 | 00 |
| Bills of Exchange in circulation, not bearing interest..... | ..... | ..... | ..... |
| Bills and Notes in circulation, bearing interest..... | ..... | ..... | ..... |
| Balances due to other Banks..... | ..... | 85244 | 27 |
| Cash deposits, not bearing interest..... | ..... | 363891 | 01 |
| Cash do bearing interest..... | ..... | 215502 | 09 |
| Total Liabilities..... | ..... | \$862282 | 37 |
| ASSETS. | | | |
| Coin and Bullion..... | ..... | 190935 | 15 |
| Landed or other property of the Bank..... | ..... | 63733 | 99 |
| Government Securities..... | ..... | 149703 | 71 |
| Promissory Notes or Bills of other Banks..... | ..... | 71672 | 90 |
| Balances due from other Banks..... | ..... | 86944 | 88 |
| Notes and Bills discounted, and other debts due to the Bank not included under the foregoing heads..... | ..... | 197460 | 89 |
| Total Assets..... | ..... | \$2537642 | 52 |

LA BANQUE DU PEUPLE,
Montreal, 4th June, 1862.

B. H. LEMOINE,
Cushier.

No. 3.—MONTREAL CITY AND DISTRICT SAVINGS BANK.

| LIABILITIES. | | \$ | cts. | \$ | cts. |
|--|-------|--------|------|----------|------|
| Amount due Depositors..... | ..... | 768000 | 89 | | |
| do on the property of the Bank..... | ..... | 16829 | 54 | | |
| do sundry persons, not ordinary depositors..... | ..... | 2445 | 69 | | |
| | | | | 787276 | 12 |
| ASSETS. | | | | | |
| Amount loaned on endorsed Promissory Notes, with pledge of public security..... | ..... |  |  | 260822 | 33 |
| Amount vested in public securities, viz.: | | | | | |
| City of Montreal Debentures..... | ..... | 185486 | 00 | | |
| Government of Canada 6 per cent. Debentures..... | ..... | 75027 | 17 | | |
| Champlain and St. Lawrence Railroad Company, first Mortgage, sterling Bonds..... | ..... | 67179 | 46 | | |
| | | | | 327632 | 83 |
| Amount vested in Bank Stocks, viz.: | | | | | |
| La Banque du Peuple, of Montreal..... | ..... | 51333 | 33 | | |
| City Bank, of Montreal..... | ..... | 17153 | 60 | | |
| Bank of Montreal..... | ..... | 12612 | 33 | | |
| Ontario Bank, of Bowmanville..... | ..... | 8053 | 33 | | |
| Commercial Bank of Canada..... | ..... | 2500 | 00 | | |
| | | | | 81652 | 36 |
| Carried forward..... | ..... |  |  | \$680167 | 55 |

No. 3.—(Continued.)

| | \$ | cts. | \$ | cts. |
|--|-------|------|----------|------|
| <i>Brought forward</i> | | | 680167 | 56 |
| Amount loaned to Nuns of Hotel-Dieu, secured by Bond and Mortgage..... | | | 35283 | 68 |
| Sale of portion of Bank property, secured by Bailleur de fonds and Mortgage..... | | | 10400 | 00 |
| Amount secured by Mortgage on Real Estate (special)..... | | | 9900 | 00 |
| Real Estate occupied by the Bank..... | | | 28135 | 35 |
| Deposits on call, bearing 4 per cent. interest: | | | | |
| In La Banque du Peuple..... | 20266 | 66 | | |
| " Ontario Bank..... | 20066 | 66 | | |
| " Commercial Bank of Canada..... | 20000 | 00 | | |
| " Molson's Bank..... | 20200 | 00 | | |
| " City Bank..... | 37831 | 98 | | |
| Cash on hand..... | | 526 | 06 | |
| | | | 118891 | 36 |
| Office Furniture..... | | | 900 | 00 |
| | | | \$878677 | 94 |
| Amount of Interest accrued during the year..... | | | 62509 | 85 |
| Expenses of the Bank for the year..... | | | 6487 | 66 |
| Number of Depositors..... | 3204 | | | |

We, the undersigned Actuary and Trustees, make oath that the above statement is correct, to the best of our knowledge and belief.

E. J. BARBEAU, Actuary.

A. LAROQUE,
H. MULHOLLAND, } Trustees.
EDWIN ATWATER, }

L. H. HOLTON,
WOLFRED NELSON, } Trustees.
WILLIAM WORKMAN, }

Sworn before me at Montreal, 2-3rd April, 1862.

L. BEAUDRY, J. P.

No. 4.—LA CAISSE D'ECONOMIE (Savings Bank) OF NOTRE DAME DE QUEBEC.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|--|--------|----|------|-----------|--------------|
| Balance on hand, 31st May, 1860..... | | | | 75758 | 66 |
| Deposits..... | 883209 | 94 | | | |
| Loans and Investments..... | 298851 | 64 | | | |
| Interest..... | 19357 | 38 | | | |
| Rents..... | 2572 | 82 | | | |
| | | | | 1153991 | 18 |
| DISBURSEMENTS. | | | | | \$1229779 84 |
| Deposits returned..... | 779427 | 80 | | | |
| Loans and Investments..... | 368255 | 45 | | | |
| Payments on Bank property, assurances, assessments, &c., included..... | 16674 | 79 | | | |
| Interest due to Depositors..... | 14135 | 88 | | | |
| Current expenses..... | 2411 | 52 | | | |
| | | | | 1180905 | 44 |
| Balance: | | | | | |
| In Bank..... | 603 | 20 | | | |
| In Banque Nationale..... | 48271 | 20 | | | |
| | | | | 48374 | 40 |
| | | | | \$1229779 | 84 |
| LIABILITIES. | | | | | |
| Amount due on Deposits (1714 Depositors) | | | | 329954 | 16 |
| Profits | | | | 27975 | 73 |
| | | | | \$357929 | 89 |

No. 4.—(Continued).

| ASSETS. | \$ cts. | \$ cts. |
|--|------------|-------------|
| Debentures of the Province and of public Incorporated bodies..... | 127312 40 | |
| Shares in Banks, viz.: | | |
| Banque Nationale..... | \$54150 00 | |
| Bank of Upper Canada..... | 6000 00 | |
| Bank of Toronto..... | 4000 00 | |
| Bank of Quebec..... | 4000 00 | |
| | 68150 00 | |
| Loans and investments on immoveable property, including that of the institution, with collateral securities..... | 53654 69 | |
| Loans on various collateral securities..... | 48063 85 | |
| Interest accrued and not received..... | 5708 87 | |
| Office furniture..... | 135 68 | |
| Balance available..... | | 309055 49 |
| | | 48874 40 |
| | | \$357929 89 |

Examined and found correct.
Quebec, 7th June, 1861.

O. L. ROBITAILLE, *President*.
C. CINQ-MARS.
GEO. H. SIMARD.
G. MATTE.
J. T. BROUSSEAU.

CHARLES GOUIN,
CHARLES MOIZEN, } *Auditors*.
A. B. SIROIS, *Vice-President*.
J. THIBAudeau.
E. CHINIC.
D. DUSSAULT.
M. TESSIER.

No. 5.—QUEBEC PROVIDENT AND SAVINGS BANK.

| | | |
|---|----------|-----------|
| Invested in Bank Stocks, viz.: | \$ cts. | \$ cts. |
| Banque du Peuple Stock..... | 8000 00 | |
| Quebec Bank Stock..... | 33000 00 | |
| Upper Canada Bank Stock..... | 19117 75 | |
| Bank of Toronto Stock..... | 9000 00 | |
| Banque Nationale Stock..... | 4000 00 | |
| | | 73117 75 |
| Deposited at interest in Quebec Bank..... | | 75806 70 |
| Vested in, or loaned on, Public Securities, viz.: | | |
| Montreal Corporation Water Work Debentures..... | 44000 00 | |
| Quebec Corporation Debentures..... | 40000 00 | |
| Government Consolidated Debentures..... | 3387 40 | |
| Hamilton Debentures..... | 74000 00 | |
| London Debentures..... | 56000 00 | |
| Woodstock Debentures..... | 12000 00 | |
| Middlesex Debentures (County)..... | 24400 00 | |
| Montreal Harbor Debentures..... | 15800 00 | |
| Municipal Loan Fund Debentures..... | 98066 66 | |
| Hastings Debentures (County)..... | 8000 00 | |
| Quebec Harbor Debentures..... | 36000 00 | |
| Montreal Corporation Debentures..... | 8000 00 | |
| Kamouraska Debentures..... | 240 00 | |
| | | 419894 06 |
| Number of Depositors..... | 2817 | |
| Total of Deposits..... | | 531427 80 |
| Accrued interest during the year..... | | 21794 36 |
| Expenses of the Bank during the year..... | | 5459 04 |

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

CHRISTIAN WURTELE,
JOHN S. FRY,
L. MASSUE,
W. WALKER, Jr.,
DANIEL MCGIE,

Trustees.

HENRY S. SCOTT,
EDWARD POSTON,
J. H. CLINT,
W. HOSSACK.

Trustees.

GEO. VEASEY, *Cashier*.

Sworn before me, this Seventh day of April, in the year of Our Lord one thousand eight hundred and sixty-two.

T. DICKINSON, J. P.

No. 6.—NORTHUMBERLAND AND DURHAM SAVINGS BANK.

| | \$ | cts. |
|--|-------------|-----------------------------|
| Amount of Deposits received from 2nd March, 1861, to 1st March, 1862..... | 56554 | 72 |
| Withdrawn during same period..... | 41891 | 00 |
| Increase..... | 14763 | 72 |
| Amount of Deposits, 2nd March, 1861..... | 41806 | 79 |
| Total Deposits at credit of 424 Depositors, including interest to 1st December, 1861..... | \$56970 | 61 |
| <i>Investment of Funds.</i> | | |
| Cash deposited in Bank of Toronto, Cobourg..... | \$ 9705 | 79 |
| " Invested in Bank of Toronto Stock, par value..... | 26700 | 00 |
| " " in Ontario Bank Stock, do | 16000 | 00 |
| " " in Commercial Bank Stock, do | 1000 | 00 |
| Premium account, paid in purchase of Stocks..... | 593 | 52 |
| Invested in Cobourg Harbour Debentures..... | 3000 | 00 |
| | 56999 | 31 |
| Surplus | \$628 | 80 |
| Total accrued interest on Investments, from 1st January, 1861, to 1st January, 1862..... | \$3543 | 35 |
| Total Expenses of Bank, including Office Rent, Salary of Manager, &c., from 1st December, 1860, to 1st December, 1861..... | \$997 | 69 |
| Cobourg, C. W., 1st March, 1862. | DAVID BURN, | <i>Actuary and Manager.</i> |

No. 7.—QUEEN INSURANCE COMPANY, OF LIVERPOOL.

| | \$ | cts. |
|---|----------|------|
| Per Balance Sheet, to 31st August, 1861]..... | 285657 | 67 |
| Estimated accumulation from that date to 31st December, 1861..... | 24493 | 13 |
| | \$290150 | 80 |

Said Assets consist of Mortgages, Dock Bonds, Railway Debentures, Canadian Government Bonds, and other Securities

LIABILITIES.

These consist of undertakings to make good damage by Fire to property insured by the Company in existing Fire Policies, and of liabilities under Life Policies, Annuities, Bonds, &c.

CAPITAL STOCK,

\$2,500,000, with power to increase to \$5,000,000, of which \$241,050 has been called up, representing the sum of \$2,410,500 subscribed by 263 Shareholders.

LOSSES.

| | \$ | cts. |
|--|------|------|
| The estimated amount of Losses, the claims for which, at 31st December, 1861, remained unadjudicated, was..... | 3500 | 00 |
| Losses due, and unpaid at that date..... | 5320 | 00 |
| do unadjusted and not due..... | Nil. | 00 |
| do the payment of which resisted..... | Nil. | 00 |

FIRE PREMIUMS.

| | \$ | cts. |
|---|--------|------|
| Premiums on Current Policies, 31st August, 1861..... | 160115 | 00 |
| Received on Policies issued during year ending 31st August, 1861..... | 198565 | 00 |

City of Montreal, } Alexander McKenzie Forbes, being duly sworn, deposes and says: That he is the Resi-
to wit: } dent Secretary and General Agent for the Company aforesaid, and that on the 31st day of
December, 1861, last, all of the above described Assets were the absolute property of the said Company, and
that the foregoing Statement, by him subscribed, is a full, true, and correct statement of the affairs of the
said Company, on the 31st day of December last, according to the best of his information, knowledge and
belief.
A. M. FORBES.

Sworn before me, this twenty-ninth day of January, 1862.

T. DOUCER,
A Justice of the Peace, District of Montreal.

No. 8.—THE ROYAL INSURANCE COMPANY.

| Capital Stock..... | | £2,000,000 | 0 | 0 |
|--|--|------------|----|--------------|
| Paid up £3 per share on 94355 Shares..... | | 283,065 | 0 | 0 |
| ASSETS. | | | | |
| | | £ | s. | d. |
| Cash in hand..... | | | | 302 7 9 |
| Cash in hand of Banks, and Company's Branches and Agents..... | | | | 48,755 6 8 |
| Real Estate owned by the Company: | | | | |
| Premises Liverpool..... | | 15,000 | 0 | 0 |
| do London..... | | 5,000 | 0 | 0 |
| do Edinburgh..... | | 5,581 | 19 | 0 |
| do Manchester..... | | 8,104 | 11 | 7 |
| | | | | 33,986 10 7 |
| Amount secured by Mortgage..... | | | | 4,800 0 0 |
| Amount secured by Bonds held by Company: | | | | |
| Great Western Railway Company..... | | 40,425 | 0 | 0 |
| Burial Board of Toxteth Park..... | | 19,045 | 16 | 8 |
| Board of Health, Toxteth Park..... | | 4,713 | 16 | 4 |
| Mersey Dock and Harbour Board..... | | 10,000 | 0 | 0 |
| British and Irish Magnetic Telegraph Company..... | | 10,000 | 0 | 0 |
| | | | | 84,184 13 0 |
| Amounts on Loan, secured by various Railway and other Stocks and Shares, the Market values of which are from 15 per cent. to 70 per cent. in excess of amount of sums on loan..... | | | | |
| | | | | 356,620 14 3 |
| Amounts on loan secured by Life Policies and collateral personal security..... | | | | |
| | | | | 33,969 12 8 |
| INVESTMENTS. | | | | |
| \$ 3300 United States 6 per cent. Stock, 1862..... | | 723 | 7 | 9 |
| 71000 do 6 do 1867..... | | 15,780 | 1 | 4 |
| 75950 do 6 do 1868..... | | 16,633 | 14 | 4 |
| 9000 do 5 do 1865..... | | 1,878 | 5 | 9 |
| 50000 do 5 do 1871..... | | 10,432 | 14 | 7 |
| 287000 do 5 do 1874..... | | 60,407 | 8 | 4 |
| | | | | 105,855 12 1 |
| Investment account, particular: | | | | |
| £ 9,055 North Union A. Stock..... | | | | 31,226 2 9 |
| 7,000 South Eastern 4½ per cent Stock..... | | | | |
| 780 Lancashire and Yorkshire Railway 6 per cent..... | | | | |
| 16,823 11-5 Birkenhead Dock Bonds..... | | | | 15,340 15 2 |
| 49,000 Chester and Holyhead Stock..... | | | | 24,312 8 6 |
| 100,000 Indian Loan..... | | | | 95,750 0 6 |
| 10,000 South Eastern 4½ per cent. Stock..... | | | | 10,362 10 0 |
| 10,000 Lancaster and Carlisle Railway Stock..... | | | | 21,978 2 6 |
| 20 do do 4½ per cent. Shares..... | | | | |
| 1,000 Mersey Dock Bond..... | | | | 1,001 11 0 |
| 11,000 Canadian Government 5 per cent. Bond..... | | | | 11,178 14 10 |
| | | | | £89,225 1 9 |
| LIABILITIES. | | | | |
| Losses due and unpaid..... | | | | |
| do adjusted and not due..... | | | | 20,857 12 9 |
| do in suspense, waiting further proof..... | | | | |
| do resisted..... | | | | |
| Duty due to Government, 1 quarter..... | | | | 13,653 8 6 |
| Amount due to Bank*..... | | | | 64,706 1 0 |
| | | | | £99,217 0 3 |

*The Books were closed immediately after the occurrence of the great fire in London. This amount was drawn from the Bank in Liverpool, and placed to the credit of the Company in a London Bank, to insure prompt payment to all claimants. The greater portion of the Company's loss by that fire was paid before the close of the books, and the temporary loan from the Bank has since been repaid.

No. 8.—Continued.

| | | | |
|--|----------|----|---|
| Premiums earned, about..... | £140,219 | 13 | 7 |
| do unearned, about..... | 133,325 | 16 | 0 |
| Premiums received during the year..... | £273,545 | 9 | 7 |

Kingdom of Great Britain,
 Borough of Liverpool,
 County Palatine of Lancaster.

We, Edward Johnston, of Liverpool, in the said Kingdom, Vice-President of the Board of Directors of the Royal Insurance Company, and Percy Matthew Dove, of Liverpool, also in the said Kingdom, Manager and Actuary of the said Royal Insurance Company, do solemnly and sincerely declare, each for himself solemnly and sincerely declares, that the annexed Statement, compiled in compliance with the provisions of an Act of the Legislative Council and Assembly of Canada, sanctioned 19th May, 1860, entitled, "An Act in relation to Fire Insurance Companies not incorporated within the limits of this Province," contains a full, true, and correct account of the Assets of the said Company, as existing and available on the Thirtieth day of June, one thousand eight hundred and sixty-one; and also, of the liabilities of the said Company as ascertained at the said date. And we make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled, "An Act to repeal an Act of the present Session of Parliament, intituled, 'An Act for the more effectual abolition of Oaths and Affirmations taken and made in various department, of the States, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial Oaths and Affidavits, and to make other provisions for the abolition of unnecessary Oaths.'"

PERCY M. DOVE,
Manager and Actuary.

E. JOHNSTON,
Vice-President.

The above declaration was solemnly made and subscribed by the said Edward Johnston and Percy Matthew Dove, at Liverpool aforesaid, this eleventh day of January, one thousand eight hundred and sixty-two.

Before me,

(Signed,) S. BOOKER,
 A Commissioner to administer Oaths in Chancery in England.

The above is copy of Statement this day furnished the Minister of Finance, in accordance with 11th Section of 23 Vic., Cap. 33.

(Signed,) H. L. ROUTH, Agent.

ROYAL INSURANCE OFFICE,
 Montreal, 31st January, 1862.

I, James Stewart Hunter, a Notary Public, duly commissioned and sworn in and for that part of the Province of Canada heretofore constituting the Province of Lower Canada, residing in the City of Montreal, in the said Province, do hereby certify and attest unto all to whom these presents shall come, or whom the same may in anywise concern, that the foregoing is a just, true, and faithful copy of a Statement of the Assets and Liabilities of "the Royal Insurance Company," with the declaration thereunto annexed, the same having been by me therewith duly collated.

Act whereof being requested by Havilland LeMesurier Routh, Esquire, Agent for Canada of the said Company, I have granted the same under my Notarial Form and Seal of Office, to serve and avail as occasion shall or may require.

Done and passed at the said City of Montreal, this Seventeenth day of March, in the year of Our Lord one thousand eight hundred and sixty-two.

[L.S.]

J. S. HUNTER, N. P.



No. 10.—PHENIX INSURANCE COMPANY, OF HARTFORD, CONN.

- 1st. The name of the Company is the PHENIX INSURANCE COMPANY, and is located at Hartford, Conn.
 2nd. The amount of its Capital Stock is.....\$400,000 00
 3rd. The amount of its Capital Stock, paid up, is..... 400,000 00

4th. **THE ASSETS OF THE COMPANY ARE AS FOLLOWS:**

| | | |
|--|-------------|---------------------|
| 1. Cash on hand, and in Bank..... | \$39,156 05 | |
| 2. Cash in the hands of and due from Agents..... | 34,609 51 | \$73,765 56 |
| 3. Amount loaned on Mortgages of Real Estate..... | 27,300 00 | |
| 4. Amount loaned on pledge of Bank Stocks..... | 35,240 00 | \$62,540 00 |
| 5. 50 Shares U. S. Trust Co.'s Stock, New York, Par Value, \$5000. Market value, \$ 8,500 00 | | |
| 200 " American Exchange Bank Stock, N. Y., Par value \$20,000 Market Value, 15,000 00 | | |
| 200 " Metropolitan " " " " 20,000 " 16,000 00 | | |
| 200 " Manufct'rs & Merch'ts " " " " 20,000 " 18,000 00 | | |
| 150 " Continental " " " " 15,000 " 9,900 00 | | |
| 425 " Mechanics " " " " 10,700 " 8,774 00 | | |
| 500 " Phenix " " " " 10,000 " 9,000 00 | | |
| 200 " Merchants' Exchange " " " " 10,000 " 8,500 00 | | |
| 100 " Merchants " " " " 5,000 " 4,250 00 | | |
| 100 " Ocean " " " " 5,000 " 4,500 00 | | |
| 300 " Farmers & Mechanics " " Hartford, " 30,000 " 34,500 00 | | |
| 200 " City " " " " 20,000 " 23,000 00 | | |
| 200 " Etua " " " " 20,000 " 21,400 00 | | |
| 200 " Phenix " " " " 20,000 " 20,400 00 | | |
| 200 " Merch'ts & Manufct'rs " " " " 20,000 " 20,000 00 | | |
| 200 " Mercantile " " " " 20,000 " 19,400 00 | | |
| 125 " State " " " " 12,500 " 15,500 00 | | |
| 50 " Hartford " " " " 5,000 " 7,150 00 | | |
| 50 " Conn. River " " " " 2,500 " 3,250 00 | | |
| 10 " Hartford County " " " " 500 " 500 00 | | |
| 100 " Citizens " " Waterbury, Ct. 10,000 " 11,000 00 | | |
| 38 " Waterbury " " " " 1,900 " 2,090 00 | | |
| 50 " Niagara District " " St. Cath'r's, C. W. 5,000 " 5,000 00 | | |
| 250 " Ontario " " "Bowmanville" 10,000 " 5,250 00 | | |
| 100 " Holyoke Water Power Company's Stock. " 10,000 " 10,500 00 | | |
| 20 New Britain Water Bonds. " 10,000 " 10,500 00 | | |
| 10 Hartford City Bonds. " 10,000 " 10,700 00 | | |
| 20 Tennessee State Bonds. " 20,000 " 7,200 00 | | |
| U. S. Stock, 1881, " 10,000 " 8,600 00 | | |
| Ohio State Stock of 1870. " 2,000 " 2,000 00—338,374 00 | | |
| 6. Accumulated Interest on Investments..... | | 1,343 08 |
| Total Assets..... | | \$476,022 64 |

THE LIABILITIES ARE AS FOLLOWS:

| | |
|---|--------------------|
| 5th. The amount due and not due to Banks and other creditors..... | none. |
| 6th. Losses adjusted and due..... | none. |
| 7th. Losses adjusted and not due..... | \$7,750 00 |
| 8th. Losses resisted,—cause, illegal..... | 7,500 00 |
| 9th. Losses in suspense, and waiting further proofs..... | 8,080 00 |
| 10th. All other claims against the Company, estimated at..... | 1,000 00 |
| Total Liabilities..... | \$24,330 00 |

(Signed,)

S. L. LOOMIS,
President.

State of Connecticut, }
County of Hartford, } ss

Hartford, January 14, 1862.

Then Personally appeared S. L. LOOMIS, President, and made oath that the above Statement by him subscribed, is true according to his best knowledge and belief.

(Signed,)

CHARLES C. SHULTAS,
Justice of the Peace.

No. 11.—(Continued.)

LIABILITIES.

| | | |
|--|-------|--------------|
| 5th. No liabilities to Banks, or others, due or not due..... | ..... |  |
| 6th. No losses adjusted and due..... | ..... |  |
| 7th. Losses either unadjusted or }..... | | \$47,662 45 |
| 8th. Adjusted and not due. } | | |
| 9th. Losses in suspense, waiting further proof, included in last answer above..... | ..... |  |
| 10th. All other claims against the Company, dividends unpaid..... | ..... | 1,265 00 |
| Total Liabilities..... | | \$48,927 45 |
| 11th. Premiums for the past year, earned..... | ..... | \$323,668 03 |
| 12th. Premiums for the past year, unearned..... | ..... | 235,917 41 |

State of Connecticut, }
 County of Hartford. }^{ss.}

Hezekiah Huntington, President, and Timothy C. Allyn, Secretary, of the Hartford Fire Insurance Company of Hartford, Conn., being duly sworn, depose and say, and each for himself says, that they are the above described officers of the Company aforesaid, and that on the thirty-first day of December last, all the above described Assets were the absolute property of said Company, full and clear from any claims thereon by any person or corporation, except as herein stated; and that the foregoing statement by them subscribed, is a true, full and correct statement of the condition and affairs of the said Company, on the thirty-first day of December last, according to the best of their information, knowledge and belief.

(Signed,)

HEZEKIAH HUNTINGTON,
President.

(Signed,)

TIMOTHY C. ALLYN,
Secretary.

Subscribed and sworn to before me, at Hartford, this 20th day of January, A. D., 1862.

(L.S.)

(Signed,)

THEODORE LYMAN,
Notary Public.

State of Connecticut, }
 County of Hartford. }^{ss.}

Be it remembered, that I, Theodore Lyman, a Notary Public, duly confirmed and sworn, and dwelling in the City of Hartford, do hereby certify, that I have examined the Assets of the Hartford Fire Insurance Company of Hartford, Conn., as stated in its report, that it is the *bona fide* owner of them, and that they are of the value in cash at which they are returned in said statement. I further certify that I am not directly interested in the affairs of the Company.

In testimony whereof, I have hereunto set my hand and affixed my official seal, this 20th day of January, A. D., 1862.

(L. S.)

(Signed,)

THEODORE LYMAN,
Notary Public.

No 12.—CANADA LIFE ASSURANCE COMPANY.

| ASSETS. | | LIABILITIES. | |
|---|----------------|---|----------------|
| | \$ | | \$ |
| By Cash on hand and in Bank..... | \$ 2,213 38 | To 12 1/2 per cent. paid on 2224 shares of Capital Stock of | \$889,600 |
| By Cash in Agents' hands, including receipts held by them for Premiums since paid..... | 18,716 93 | To 1 1/4 per cent. paid on 276 shares of Capital Stock of | 110,400 |
| | 20,930 31 | To dividend declared for 14th year..... | 123,620 00 |
| By Mortgages on real estate..... | \$313,975 19 | To balance of money lodged for accumulation, &c., with interest to 30th April, 1861..... | 12,718 78 |
| By Municipal Corporation Debentures, par value..... | 263,054 00 | To balance of money at credit of 967 Depositors in the Hamilton Deposit and Savings Bank, with interest to 30th April, 1861..... | 10,207 70 |
| By Road Company Debentures, "..... | 2,000 00 | To claims matured awaiting proof, including vested additions..... | 188,871 46 |
| By Stock in Hamilton Gas Light Company "..... | 3,040 00 | To claims payable by instalments..... | \$13,472 44 |
| By Bills receivable..... | 4,347 20 | 455 98 | |
| By Terminable Annuity..... | 1,392 34 | To Cash Profits declared on Policies, but unpaid at 30th April, 1861. The present value of Policies held as cancelled, but which may be revived within twelve months..... | 13,928 42 |
| By Assets of Hamilton and Gore District Savings' Bank, in real estate..... | 13,396 21 | To present value of capital sums assured for life, under 1974 Policies, including vested additions, \$3,650,389 01..... | 373 73 |
| By Loans on Real Estate..... | 29,727 44 | To present value of capital sums assured under 71 policies, for a limited period, including vested additions, \$99,673 29..... | 3,544 76 |
| By Loans on Policies..... | 3,443 00 | To present value of four Life Annuities..... | 999,149 90 |
| By interest accrued on Debentures, &c., to April 30, 1861..... | 6,294 11 | To present value of one Bond, Annuity and Assurance combined, \$9 50, and \$45 14..... | 20,753 96 |
| By Real Estate and Leasehold Property, including the Company's Offices, &c..... | | To balance in favor of the Company..... | 9,089 89 |
| By half-yearly and quarterly premiums secured on Policies and payable within 9 months..... | | | 21 31 |
| By deferred half-premiums of Half-Credit Policies..... | | | \$1,378,880 00 |
| By Office Furniture..... | | | 542,913 36 |
| | \$809,151 58 | | |
| By present value of income of \$92,314.79, from whole Life Premiums, profits accepted as diminution of future Premiums being deducted | 1,077,457 10 | | |
| By present value of Income of \$3,934.02, from Life Premiums, for a limited period..... | 35,184 58 | | |
| | \$1,921,793 35 | | |
| | | | \$1,921,793 35 |

(Signed, JOHN FERRIE, Vice-President.
 (Signed,) A. G. RAMSAY, Manager.
 (Signed,) THOS. M. SIMONS, Secretary.

Canada Life Assurance Company's Office, }
 Hamilton, 22nd October, 1861.

No. 13.—THE MANHATTAN FIRE INSURANCE COMPANY OF NEW YORK.

| | | | |
|--|----------------------|---------------|---------------------|
| 1st. | CAPITAL. | | |
| The amount of the Capital paid up is..... | | | \$250,000 00 |
| Number of Shares, and Par Value, 5000..... | | \$50 00 | |
| 2nd. | ASSETS. | | |
| | Par Value. | Market Value. | |
| Canadian Debentures, 5's..... | \$10,220 00 | \$10,220 00 | |
| United States Bonds, 5's, 1871..... | 5,000 00 | 4,633 60 | -\$14,858 60 |
| Amount of Cash on hand..... | | | 9,292 75 |
| do Loaned on Mortgage of Real Estate..... | | | 286,000 00 |
| do Loaned on Collateral..... | | | 54,703 25 |
| do of unpaid Premiums..... | | | 6,537 32 |
| do of Interest accrued..... | | | 4,510 48 |
| | | | <u>\$375,902 40</u> |
| 3rd. | LIABILITIES. | | |
| Amount of Losses, due and unpaid..... | | | None. |
| do do claimed and unpaid..... | | | None. |
| do do reported, upon which the liability of the Company is not determined..... | | | \$21,500 00 |
| do of all other claims against the Company (unclaimed dividends)..... | | | 1,715 00 |
| | | | <u>\$23,215 00</u> |
| 4th. | INCOME. | | |
| Amount of Cash received for Premiums on Fire Risks..... | | | \$237,320 91 |
| do do received for Interest..... | | | 22,455 19 |
| | | | <u>\$259,776 10</u> |
| 5th. | EXPENDITURES. | | |
| Amount of Fire Losses paid last year..... | | | \$115,832 20 |
| do of Dividends do do (20 per cent.)..... | | | 50,000 00 |
| do of Agency Expenses do do..... | | | 30,879 99 |
| do of Office do do..... | | | 27,698 64 |
| | | | <u>\$224,411 83</u> |
| Amount of Cash received for Risks not terminated, about..... | | | \$170,000 00 |
| Amount required to all outstanding Risks, about..... | | | \$ 75,000 00 |
| Highest rate of Interest received..... | | | 7 per cent. |
| do do do paid for borrowed money..... | | | None. |
| Balance at credit of Profit and Loss account..... | | | <u>\$101,187 40</u> |

(Signed,)

W. P. PALMER,
President.

(Signed,)

ANDREW J. SMITH,
Secretary.

No. 14.—PROVIDENT LIFE ASSURANCE AND INVESTMENT COMPANY.

General Statement for the year ending August 31, 1861.

| LIABILITIES. | | ASSETS. | |
|---|-------------|---|-------------|
| | £ s. d. | | £ s. d. |
| Receipts on Capital Stock, less Instalments forfeited, and Fines..... | 11,399 8 10 | Investments on Mortgage..... | 7,122 0 0 |
| Present value of £12,598 19s 10d assured under 51 Policies..... | 3,402 8 11 | Deposit at Interest, Canada Building Society..... | 450 0 0 |
| Deposits for Investment..... | 237 0 0 | Other Investments..... | 178 2 8 |
| Accounts Payable..... | 156 11 7 | Current Interest..... | 96 17 9 |
| | | Present value of Income from Life Premiums..... | 3,933 10 11 |
| | | Office Furniture..... | 69 8 0 |
| | | Stock Notes bearing Interest..... | 171 0 0 |
| | | Premiums Receivable..... | 80 8 4 |
| | | Balance at Bank..... | 22 15 2 |
| | | Notes in hand..... | 68 16 2 |
| | | Cash in hand..... | 7 5 11 |
| | | Balance..... | 2,997 4 5 |
| | £15,195 9 4 | | £15,195 9 4 |

Cash Statement for the year ending August 31, 1861.

| RECEIPTS. | | EXPENDITURE. | |
|---|------------|---|------------|
| | £ s. d. | | £ s. d. |
| Balance in the Bank and Notes in hand, September 1st, 1860..... | 51 14 3 | Agents' Commissions..... | 16 18 1 |
| Instalments on Stock..... | 146 0 0 | Stockholders' Allowance..... | 2 7 1 |
| New Premiums..... | 95 11 10 | Medical Fees..... | 21 17 6 |
| Renewal Premiums..... | 188 1 5 | Salaries..... | 288 11 9 |
| Policy Fees..... | 5 0 0 | Travelling Expenses..... | 62 1 7 |
| Instalment on Mortgage..... | 127 10 0 | Travelling Agent's Salary..... | 88 10 0 |
| Deposit..... | 55 0 0 | Office Expenses..... | 18 6 4 |
| Deposits withdrawn from Building Society..... | 150 0 0 | Rent and Taxes..... | 28 18 3 |
| Interest..... | 64 13 5 | Postages..... | 13 3 9 |
| | | Clergymen's Discount..... | 0 9 2 |
| | | Printing and Stationery (including accounts for 1859 and 1860)..... | 153 10 0 |
| | | Advertising..... | 19 7 9 |
| | | Interest..... | 12 3 2 |
| | | Note cancelled..... | 4 15 10 |
| | | Investments..... | 53 11 5 |
| | | Notes in hand..... | 68 16 2 |
| | | Balance at Bank..... | 22 15 2 |
| | | Cash in hand..... | 7 5 11 |
| | £883 10 11 | | £883 10 11 |

(Signed,)

(Signed,)

GEORGE THOMAS,
Secretary.

W. H. SMITH,
Managing Director.

No. 15.—BRITISH AMERICA ASSURANCE COMPANY.

| | \$ | cts. | \$ | cts. |
|--|--------|------|----|--------|
| To Debitures @ 6 per cent, with Interest | 9729 | 59 | | |
| To Loans on Bonds and Mortgage | 133361 | 61 | | |
| To Bills Receivable | 3373 | 64 | | |
| To Company's premises of tenahold property | 9137 | 07 | | |
| To Fire Engine | 100 | 00 | | |
| To Office Furniture | 313 | 08 | | |
| To Steam pumps for Salvage purposes | 576 | 15 | | |
| To Agents for this amount | 1268 | 34 | | |
| To Salvage Interest on steamer "Trenton" | 1841 | 59 | | |
| To Bank of Upper Canada | | | | |
| To Cash | 19076 | 24 | | |
| | | | \$ | 269777 |
| | | | \$ | 69610 |
| To Balance brought forward | | | | 96 |

By Capital Stock paid in on \$100,000.....

By forty-five per cent.....

By Fifty-five (Stock not called in).....

By Accounts and Expenses unpaid.....

By Dividends unclaimed, 1 (6-55).....

By Dividends, 37.....

By losses under adjustment.....

By Balance

Amount, \$400,000

Amount, 180,000

Capital Stock Subscribed.....8000 Shares.....

Capital Stock paid in.....

| | \$ | cts. | \$ | cts. |
|---|---------|------|----|------|
| Fire Assurance for year ending 31st December, 1861..... | 8126322 | 00 | | |
| Amount of property insured..... | 70701 | 24 | | |
| Amount of Premiums received for the same..... | 29838 | 36 | | |
| Amount of Losses incurred..... | 6580543 | 00 | | |
| Present liability under 3353 Policies..... | | | | |
| Marine Assurance for year ending 31st December, 1861..... | | | | |
| Amount of property insured on Inland waters..... | 1912010 | 00 | | |
| Amount of Premium received for the same..... | 23907 | 33 | | |
| Amount of Losses incurred..... | 11379 | 45 | | |

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

E. H. RUTHERFORD, } Trustees.
W. M. CAYLEY. }

G. P. RIDOUT,
Governor.
THOS. D. HARRIS,
Director.

Sworn before me, in the City of Toronto, this fourth day of April, 1862.
G. ALLAN, Commissioner.

No. 16.—LIVERPOOL AND LONDON FIRE AND LIFE INSURANCE COMPANY.

| | |
|---|-----------------|
| Amount of Capital..... | £2,000,000 Stg. |
| Amount of Capital actually paid in..... | 188,902 " |

ASSETS.

| | | | | |
|--|---|--------|----|----------------|
| Amount of Stocks and Bonds held by the Company in Great Britain, viz.: | | | | |
| Three per cent. consols at 92½..... | £ | 20,946 | 18 | 0 |
| Turkish Loan..... | | 2,065 | 9 | 0 |
| Government Annuities..... | | 1,118 | 5 | 0 |
| British and Irish Magnetic Telegraph Bonds..... | | 12,000 | 0 | 0 |
| West Hartlepool Railway ½ Preference Bonds..... | | 25,000 | 0 | 0 |
| Birkenhead Improvement Bonds..... | | 2,000 | 0 | 0 |
| London and North Western Stock..... | | 22,996 | 19 | 0 |
| Dublin and Drogheda Shares..... | | 740 | 0 | 0 |
| South Eastern Railway Stock..... | | 69,814 | 12 | 6 |
| Midland Stock..... | | 1,280 | 15 | 1 |
| do B. & D..... | | 162 | 0 | 0 |
| do 6 per cent..... | | 54 | 16 | 0 |
| do ½ per cent..... | | 11,899 | 9 | 10 |
| North Eastern and Berwick Stock..... | | 5,005 | 6 | 3 |
| London and Brighton Stock..... | | 354 | 0 | 0 |
| do do do 6 per cent..... | | 216 | 0 | 0 |
| Leeds Northern..... | | 1,935 | 0 | 0 |
| Great Western Railway Stock..... | | 1,931 | 4 | 10 |
| Glasgow and South Western Stock..... | | 1,819 | 3 | 4 |
| Edinburgh and Glasgow do..... | | 1,487 | 10 | 0 |
| North British do..... | | 1,883 | 2 | 6 |
| Dutch Rhenish Railway Shares..... | | 265 | 0 | 0 |
| Birkenhead Railway Stock..... | | 479 | 15 | 9 |
| Bonds Clyde Trustees..... | | 5,000 | 0 | 0 |
| Great Western Bonds..... | | 3,500 | 0 | 0 |
| do 4 per cent. Stock..... | | 1,800 | 0 | 0 |
| London and South Western Stock..... | | 3,325 | 6 | 2 |
| do do do do 7 per cent..... | | 502 | 10 | 0 |
| Cash Value of Real Estate owned by the Company..... | | | | £199,583 3 3 |
| Amount of Cash on hand and in Banks..... | | | | 181,750 0 0 |
| do do in hands of Agents..... | | | | 45,309 4 0 |
| do Loaned on Mortgage of Real Estate..... | | | | 30,084 1 9 |
| do Loaned on Collateral, viz.: Life Interests..... | | | | 115,842 1 1 |
| Amount of all other Investments, being the aggregate investments made at Foreign Branches for the greater Security of Insurers there, under the control of Directors, who must be Proprietors: the sufficiency of such investments being certified twice a year in the form which can be seen at the Montreal Office of the Company..... | | | | 86,909 19 0 |
| Amount of Total Assets of the Company as per published Report, 31st December, 1860..... | | | | 560,347 12 11 |
| Estimated accumulations from that date to 30th June, 1861..... | | | | £1,259,826 2 0 |
| | | | | 35,000 0 0 |
| Assets, as correctly as can be stated, (30th June, 1861)..... | | | | £1,294,826 2 0 |

LIABILITIES.

| | | | |
|--|----------|----|---------------|
| Fire Liabilities being amount estimated as sufficient to reinsure all un-expired risks..... | £111,921 | 14 | 5 |
| All known Fire Losses remaining unpaid on 30th June, 1861 (including the Great London Fire which occurred on 24th June, 1861, at which the losses were £40,000)..... | 70,735 | 19 | 11 |
| Life Liabilities being the total to the credit of the Life Insurance account at 30th June, 1861, as estimated..... | 707,784 | 7 | 3 |
| Unclaimed Dividends..... | 997 | 3 | 3 |
| | | | £891,440 4 10 |

LOSSES.

| | | | |
|---|---------|----|------|
| The estimated amount of Losses (including £40,000 by the Fire at London on 24th June, 1861) the claims for which on the 30th June, 1861, remained unadjusted was..... | £70,735 | 19 | 11 |
| Losses due and unpaid at that date..... | | | Nil. |
| do adjusted and not due..... | | | Nil. |
| do the payment of which is resisted..... | | | Nil. |

No. 16.—(Continued.)

FIRE PREMIUMS.

| | | | |
|--|----------|----|----|
| Unearned on 30th June, 1861..... | £223,843 | 8 | 10 |
| Earned on Policies expired during the year ending 30th June, 1861..... | 111,921 | 14 | 5 |
| Total for the year ending 30th June, 1861..... | £335,765 | 3 | 3 |

I, John Horatius Maitland, of the City of Montreal, Resident Secretary and General Agent of the Canada Branch of The Liverpool and London Fire and Life Insurance Company, do hereby certify that to the best of my knowledge and belief, the above statement is correct.

(Signed)

J. H. MAITLAND,
Resident Secretary and General Agent.

Sworn before me, at the City of Montreal, this 22nd day of March, A. D., 1862.

(Signed.)

J. A. LABADIE, J. P.

CANADA BRANCH (ONLY).

| | | |
|--|------------------|-----------|
| ASSETS (TOTAL)..... | \$216,851 | 55 |
| Viz.: | | |
| Cash in Bank of Montreal..... | \$18,042 | 00 |
| Provincial Government Bonds..... | 51,616 | 10 |
| Montreal Harbor do..... | 11,180 | 00 |
| do Water Works do..... | 29,982 | 00 |
| do City do..... | 52,387 | 87 |
| Quebec Harbor do..... | 15,330 | 00 |
| Loans and Mortgages on Real Estate..... | 7,160 | 00 |
| Real Estate (Montreal Offices)..... | 26,093 | 66 |
| Balance due by Agents (remitted for, according to the rules of the Office, by the 7th of the following month.....) | 5,059 | 32 |
| | <u>\$216,851</u> | <u>55</u> |

LIABILITIES.

They consist ONLY of undertakings to make good, damage by fire to property insured by the Company's existing Fire Policies, which amount to the sum of \$11,401,020.

LOSSES.

| | | |
|--|---------|----|
| The estimated amount of Losses, the claims for which on the 30th June, 1861, remained unadjusted, was..... | \$2,200 | 00 |
| Losses due, and unpaid..... | Nil. | |
| do adjusted, and not due..... | Nil. | |
| do the payment of which is resisted..... | Nil. | |

FIRE PREMIUMS.

| | | |
|---|-----------|----|
| Unearned on 30th June, 1861..... | \$101,333 | 75 |
| Earned on Policies expired during year..... | 52,629 | 80 |

I, John Horatius Maitland, of the City of Montreal, Resident Secretary and General Agent of the Canada Branch of The Liverpool and London Fire and Life Insurance Company, do hereby certify that, to the best of my knowledge and belief, the above statement is correct.

(Signed.)

J. H. MAITLAND,
Resident Secretary and General Agent.

Sworn before me, at the City of Montreal, this 11th day of February, 1862.

(Signed.)

J. A. LABADIE, J.P.

RETURN of the distribution of the Provincial Statutes, 24th Victoria, 1861,
English and French versions, half bound sheep, for account of the Government
of Canada.

| Date of Transmission. | TO WHOM SENT OR DELIVERED. | Total copies, English. | Total copies French. |
|------------------------------|--|------------------------|----------------------|
| <i>Upper Canada Section.</i> | | | |
| 1861. | | | |
| June 14..... | Newspapers and Press..... | 143 | |
| " | Superior Judges, Clerks and Registrars of Courts, Masters and Registrars in Chancery, Recorders, Police Magistrates, and County Attorneys..... | 41 | |
| " | Judges of County Courts..... | 31 | |
| June 22..... | Members of the Legislative Assembly, 5 copies each | 325 | |
| " 24..... | Members of the Legislative Council, 4 copies each..... | 124 | |
| " 29..... | Inspectors of Prisons..... | 1 | 1 |
| " | City, Town and Village Magistrates, newly appointed..... | 116 | |
| " | Clerks of Peace—67 cases transmitted per B. A. Express, between January 29 and July 10, 1861..... | 6300 | |
| " | County Clerks, 32 cases transmitted per B. A. Express, between January 29 and July 10, 1861..... | | |
| | Total copies delivered in Upper Canada..... | 7,081 | 1 |
| <i>Lower Canada Section.</i> | | | |
| 1861. | | | |
| June 14..... | Newspapers and Press..... | 46 | 13 |
| " | Recorders and Police Magistrates..... | 4 | 4 |
| " | Judges Courts of Queen's Bench and Superior Courts, Assistants to do, Judges Commissioners for Codification of Laws and Secretary..... | 30 | 30 |
| June 22..... | Members of the Legislative Assembly, 5 copies each | 320 | 320 |
| " | Members of the Legislative Council..... | 120 | 120 |
| " 20..... | Governmental Departments..... | 132 | 111 |
| " 29..... | Inspectors of Prisons | 4 | 4 |
| July 6..... | Clerks of the Peace 8, Circuit Courts 60..... | 68 | 68 |
| " | Sheriffs 21, Prothonotaries 22..... | 43 | 43 |
| " 9..... | Registrars of Counties..... | 50 | 50 |
| " | Colleges, Libraries and other Institutions..... | 37 | 27 |
| " 11..... | Small Cause Commissioners Courts | 260 | 260 |
| " 16..... | City, County and Local Municipalities..... | 574 | 574 |
| " 23..... | Magistrates | 644 | 705 |
| " 30..... | Clergy of all Denominations..... | 201 | 391 |
| | Total copies distributed for account of Government..... | 9,623 | 2,740 |
| | Balance remaining on hand at disposal of Govern't..... | 953 | 660 |
| | Total copies printed for account of Government..... | 10,576 | 3,400 |
| | | 10,576 | 3,400 |

E. E.

Quebec, 14th August, 1861.

DESBARATS & DERBISHIRE,

Per GEO. DESBARATS, JR.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA,

FOR THE YEAR 1861.

Printed by order of the Legislative Assembly.



QUEBEC:

PRINTED FOR THE CONTRACTORS, BY HUNTER, ROSE & Co., ST. URSULE STREET.
1862.

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OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA.



To His Excellency The Right Honorable CHARLES STANLEY VISCOUNT MONCK, Baron Monck of Ballytrammion, in the County of Wexford, Governor General of British North America, etc., etc., etc.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor, in conformity with the provisions of the Public Lands Act, (23rd Vic., cap. 2) of submitting to Your Excellency, the following Report of the proceedings, transactions and affairs of the Department of Crown Lands, for the year ending 31st December, 1861, to be laid before the Legislature.

Following the order observed in former Reports, I shall commence with statistical details, and conclude by general observations.

L O W E R C A N A D A .

CROWN LANDS.

During the year, 273,835 acres were sold for \$126,043.90, and \$73,915.69 were received on account of sales, including payments on sales of previous years. 9,811 acres were disposed of as Gratuitous Locations on the Colonization Roads.

Adding the quantity surveyed during the year, 480,288 acres, to the 5,397,191 acres disposable at the close of 1860, and deducting the number of acres sold and granted gratuitously, viz. : 283,646 acres, leaves a balance of 5,593,833 acres for future disposal.

CLERGY LANDS.

41,299 acres were sold, the purchase money being \$36,511.78, and the gross amount received in payment of instalments, rents, &c., \$26,869.87, from which deducting the

re-funds and commission, amounting to \$5,380.65, a net revenue of \$21,489.22 remains.

The balance remaining unsold, at the end of the year, was 392,502½ acres.

THE JESUITS' ESTATES.

The sum of \$18,619.50 has been received from these estates in the year 1861, of which \$6,592.98, being arrears due previous to the 19th June, 1856, the capital of certain *rentes constituées*, &c., amounts on purchase of lots of land in the Seigniories, and mill, &c., is on account of the "Lower Canada Superior Education Investment Fund," as *per* provisions of Act 19 Vic., ch. 54 (Consolidated Statutes of Lower Canada, ch. 15); the balance, \$12,026.52, being revenue, is on account of the "Lower Canada Superior Education Income Fund," in accordance with said Act.

The expenses for the year, comprising agents' salary, commission and disbursements, and including \$436.01 for law costs, amount to \$3,601.11; leaving the net receipts \$15,018.39. These law costs were paid in two suits, wherein the Crown acquired at judicial sale, property formerly sold by it, on which balances remained due; and for which it had a privilege of *Bailleur de fonds*, the property at such judicial sale realizing less than said balances. The greater part of these costs is paid back into the hands of the Government by the legal functionaries of the Courts, and can therefore scarcely come under the head of actual expenses.

A detailed statement (see Appendix No. 14), shewing the receipts and expenses, &c., accompanies the present Report.

THE CROWN DOMAIN.

The gross receipts from the Queen's Domain in Lower Canada, in 1861, were \$8,117.97, being *Lods et Ventas*, *Cens et rentes*, &c., *Censive* of Quebec, and *Quint*, rents, sales and interest on sales of beach and deep water lots and patent fees, Lower Canada, &c.

The expenses amount to \$2,012.31, for agents' salary, commission and disbursements, &c., and comprise also two sums refunded, and law costs, and survey reimbursed since payment of same; the net revenue remaining at \$6,105.66. (See Statement, Appendix No. 16.)

The Forges of St. Maurice, together with a number of the lots in the Township of St. Maurice, for which titles had not been issued by the original grantees to the settlers, were seized in virtue of a judgment obtained by the Crown for non-payment of the balance of the purchase price of the property, and sold on the 22nd October. The Forges, not bringing the value set upon them by the Crown, were acquired by the latter for \$7,200, and are now for sale. Nearly all the lands, most of which were squatted upon and improved, were also bought by the Crown to be disposed of to the settlers.

SEIGNIORY OF LAUZON.

This property yielded, in 1861, \$12,569.97; from which, deduct \$1,072.02, expenses for salary and disbursements, &c., leaving the net receipts \$11,497.95—for details of which see Statement in Appendix No. 15

UPPER CANADA.

CROWN LANDS.

At the commencement of the year, there were 1,853,121 acres of Crown Lands on hand in Upper Canada, and 456,842 acres were added by surveys of the waste lands; from which subtract the quantity sold, 257,933½ acres, and granted gratuitously on Colonization Roads, 30,800 acres, there remained 2,021,229½ acres disposable at its close.

The purchase money of the lands sold during the year amounted to \$338,153.88; the gross amount of collections, \$276,170.10.

CLERGY LANDS.

There were 74,366 acres sold, the purchase money of which was \$181,674.37. The gross amount of the receipts during the year was \$298,129.24, the commissions and refunds, \$60,099.20, leaving the net proceeds \$238,030.04, for appropriation under the provisions of the Clergy Reserves Act. There are 124,608¾ acres of these lands yet undisposed of.

GRAMMAR SCHOOL LANDS.

5,729 acres of the 60,412 acres disposable on the 1st of January, 1861, were sold for \$8,527.79, leaving a balance of 54,683 acres for future sale. The gross receipts of the year were \$22,050.74, the commission \$4,372.13, and the net proceeds \$17,678.61.

COMMON SCHOOL LANDS.

The sales of these lands amounted to 4,498¾ acres during the past year, leaving only 12,016½ acres of the million set apart, under the authority of the Act 12th Vic. cap. 200 on hand.

The purchase money of the lands sold amounts to \$14,580.00, the gross collections to \$111,514.25, commission, refunds and other disbursements to \$22,380.47, leaving a net income of \$88,633.78.

The total net amount realized from these lands to 31st December, 1861, is \$744,640.44.

STATEMENT of the number of acres sold, amount of sales, and amounts collected in Upper and Lower Canada, for the years 1860 and 1861.

| | Acres Sold. | | Amount of Sales. | | Amounts collected. | |
|----------------------------|-------------|---------|------------------|-------------|--------------------|-------------|
| | 1860. | 1861. | 1860. | 1861. | 1860. | 1861. |
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Clergy Lands, Upper Canada | 62522½ | 74366 | 174808 70 | 181674 37 | 385890 01 | 298129 24 |
| Clergy Lands, Lower Canada | 44545 | 41299 | 34455 69 | 36511 78 | 34734 27 | 26869 87 |
| Crown Lands, Upper Canada | 126413 | 257933½ | 144840 12 | 238153 88 | 199855 15 | 276170 10 |
| Crown Lands, Lower Canada | 290026 | 273835 | 149063 41 | 126043 90 | 78901 60 | 73915 69 |
| Common School Lands..... | 3221½ | 4498¾ | 10006 60 | 14580 00 | 115286 43 | 111514 25 |
| Grammar School Lands..... | 6900½ | 5729 | 11403 93 | 8527 79 | 30490 66 | 22050 74 |
| | 533627¾ | 657661⅓ | \$524578 45 | \$705491 72 | \$845158 12 | \$808649 89 |

 ORDNANCE LANDS.

The unexpected aspect of public affairs made it inexpedient to proceed, for the present, with the sale of Ordnance property on the frontiers. The sale of Fort Ingall, at Lake Temiscouata, was, therefore, countermanded; the sale of lands at Fort Erie was suspended; the sale of lots at Kingston was deferred; and no further steps taken towards the laying off of lots at the Coteau du Lac.

The barracks and buildings at the following points have been placed at the disposal of the General Commanding-in-Chief, for the use of her Majesty's troops; in Upper Canada, at Toronto, London and Niagara; in Lower Canada, at Chambly, St. Johns, and Isle Aux Noix; also Fort Ingall, on Lake Temiscouata.

The occasion has been improved to give special attention to the application of numerous parties on the line of the Rideau navigation. These cases presented conflicting claims and complications which required careful investigation. All these cases, except two, have been finally disposed of in the Townships of Kingston and Leeds, Pittsburg and Storrington, North and South Crosby, and the settlement cordially accepted by the parties concerned. The number of acres sold, in varying and most irregular allotments, is 3748 acres. The amount realized has been \$21,049. In all cases the first instalment of ten per cent. was paid as closing the agreement.

It is hoped that in the course of next summer the remaining cases on the Rideau Canal, and in and about the City of Ottawa, may be inquired into and finally disposed of.

Many scattered cases throughout the country have, in like manner, been investigated, reported on and settled, without, in any case, dispossessing an actual occupant in good faith; squatters have been converted into hopeful and thrifty settlers, to their own good and that of the country at large, and to the advantage of the revenue to be derived from these Lands. The distinction between squatters on the forest lands, and those who have chosen to occupy city lots, has been kept in view. The latter who for years have enjoyed such lots without even paying for the use of them, have not been and ought not to be treated as entitled to any consideration.

| | |
|---|--------------|
| Total number of acres sold since 1856 | 5908 |
| Total amount of sales..... | \$197,352.15 |
| Total amount realized by instalments..... | 31,266.00 |

The amount received from the Ordnance Lands in 1861, is as follows:

| | |
|---|--------------|
| Proceeds of sales | \$ 8,195.02 |
| Proceeds of rents..... | 14,906.56 |
| | <hr/> |
| Total | \$ 23,101.58 |
| The expenses for the same period have been..... | 8,878.64 |

The amounts which may be credited to the Militia Fund for 1862 are as follows :

| | |
|--|-------------|
| Interest at 6 per cent. on \$36,770.76, realized from sales in 1857, '58, '59, '60, and '61, and transferred to Consolidated Fund | \$2,206.24 |
| Interest at 6 per cent. on value of properties assumed by the Province for public purposes (excepting always <i>Isle d'Aux Noix</i> and St. Johns) as heretofore estimated | \$6,468.00 |
| Net rental for 1861..... | 6,029.92 |
| | \$44,702.16 |

During the last session of the Provincial Parliament, a most valuable enactment was passed, based upon careful survey, establishing the lines of streets and the boundaries of lots in the central and lower portions of the City of Ottawa, which will greatly tend to quiet titles and forestall litigation in that growing community.

It would be wise to await the perfect restoration of public tranquility before attempting to make further sales of the Ordnance Lands, which may possibly interfere with their application to their original purposes, if so required; and such sales could only be made now at great sacrifice.

INDIAN AFFAIRS.

The management of Indian Affairs was assumed by this Department in the month of July last, and the organization of this important Branch was completed by the appointment as Deputy Superintendent, of William Spragge, Esquire, so well and long known as an upright and efficient officer in the Department. He is charged specially to guard the rights of the Indians, and I have no doubt that this will be done and all matters of pending difficulty or dispute fairly settled. It is absolutely necessary that the arrears due on Indian lands should be collected. The Crown is a mere trustee of those monies, and purchasers have no right to expect delay at the cost of the Indians. If the interest were regularly paid, there might be no occasion for calling in the principal; but when this is not received, not only are the Indians kept out of monies to which they are entitled, but a portion of the expenses of the management, which could otherwise be defrayed out of the fund, falls upon the public Exchequer. I, last year, made an order calling in outstanding monies, and this I think should be enforced in all cases, at least when the interest is in arrear.

MINES.

There is little to communicate in the past year's transactions. Under the new system adopted and detailed in the report of last year presented to the Legislature many explorations for minerals have been made. Some of the mines already opened have been worked during the year; but the American difficulties have affected this as other branches of trade. There can be no doubt that the copper ore on the Canadian side of the Lakes is equal to that on the southern side. What is wanted is capital, and increased means of communication and facilities for the transport of passengers and goods. These latter will follow, of course, the increase of business, but it is of great importance to Canadian interests that

they should receive every reasonable encouragement, and that the wants of the mining district should be supplied from Canada rather than from the United States. Mr. Gibbard, Provincial Land Surveyor, has in his report, accompanying this as an appendix, detailed the information which he acquired on his annual visit.

WOODS AND FORESTS.

The amount of Revenue accrued from Timber Dues and Ground Rent during the year 1861, was \$327,503.97, and from Slide Dues \$55,546.06, making the total accrued from these sources \$383,050.03, which amount includes \$4,484.38 for other services, viz. :—Clergy, School, Indian, and Jesuits' Estates.

The amount of Revenue collected from Timber Dues and Ground Rent was \$255,811.99, and from Slide Dues \$43,991.72, making the total Revenue collected during the year 1861, \$299,803.71, in addition to which the sum of \$3,293.57 was collected for other services, viz. :—Clergy, School, Indian, and Jesuits' Estates.

The charges of management for collecting Timber Dues and Ground Rent are \$26,733.83, and for collecting Slide Dues \$1,000, making the total cost \$27,733.83. These charges do not include the salaries of the Woods and Forests Branch at Head Quarters, nor the following sums: \$464.77 refunds, \$2,079.93 transferred to the Indian Department and Jesuits' Estates, and \$3,794.88, old disbursement and special service.

Owing in part to the unhappy civil war in which the neighbouring Republic is engaged, the Export Trade in sawed Lumber has suffered considerable depression during the past year.

I have reason to believe, however, that the prospect of opening up new markets for the produce of our Forests is encouraging, and that the visit of the Supervisor of Cullers to Europe, as mentioned in my Report of last year (and whose report of that visit, I herewith transmit), will have contributed much to that end. Indeed already some twenty cargoes of our Lumber have been exported to the Continent of Europe during 1861, and further inquiries from France, Spain and Germany continue to be made with regard to the trade in Lumber with us. With the two latter countries we have scarce any trade, and yet I have from inquiry ascertained that our Lumber could be advantageously conveyed there, and a reciprocal trade cultivated to the advantage of all parties. The recent decree, admitting on such better terms than formerly, our ships to the French Markets, will prove of great benefit to us, and will serve greatly to restore the business of ship-building.

There are, no doubt, some difficulties to be overcome in opening up new avenues of Trade, the wants to be supplied varying in different countries, and the mode of conducting business therein not being altogether in accordance with the views obtaining here,—but it is to be hoped that the enterprise of our Producers and of our Shippers will so shape itself as to turn to their own profit the attention which has been attracted on the Continent of Europe to the varied productions of our Forests. In this way only can our producers escape from the tyranny of the few markets, which now control the Trade. Indeed, Liverpool regulates the prices and chances of selling, and it is in every way desirable for the independence of the Trade and the interests of the individuals engaged in it, that they should seek and obtain business relations in the different countries of Europe.

The prices for Wany Timber have not been so remunerative as they were during the previous season, owing in part to the large quantity produced, and in part to the want of discrimination in the manufacture of it. During the past season, the want of having a proper definition of Merchantable White Pine Board Timber has been felt, and difficulties have arisen between buyers and sellers on this point. The matter is now occupying the attention of both sections of the Trade, and they will, no doubt, be prepared at an early day to submit a definition for legal sanction.

I have no doubt that there is a considerable waste of Timber on the Public Forests; and I think the time has arrived for Government interference to check it. The discriminating surveys referred to in my last Annual Report should be continued, and the lands unfitted and least fitted for agricultural purposes, set apart for the operations of the lumberman. By fixing its localities more efficient control over it can be had.

As mentioned in my Report for 1859, some legislative action is necessary to perfect the many Reforms which have been introduced in this important Branch of the Public Service, and this action, I am of opinion, should extend also to the Act regulating the Culling and Measuring of Timber and Lumber.

FISHERIES.

The yield from deep-sea, river and lake fishings has been, throughout last year, steady and unusually large.

Owing to the close of Southern markets, and from causes which have affected the general commerce of the country, the fish trade has suffered in common with other interests. Except, however, in the matter of prices, such influences have not been felt with any degree of severity by the fishing population, to whom restricted markets and reduced sales have been somewhat compensated by the cheapness of their supplies and materials freed from Customs charges, and by increased returns.

I regret that this indirect compensation to the prosperity of the fishermen, has not been so marked in the Upper as in the Lower Province. The want of any regular steam communication along the northern coast of Lake Huron into Lake Superior, has also affected the operations of fishermen around the great lakes; and has deterred many enterprising parties, who had purposed so to do, from renting fishery stations and carrying on establishments there.

The recent decennial census shews that in the gulf districts, the numbers engaged in fishery pursuits have been largely increased within a few years. And it appears from the reports of the agents of the Department, that the ratio of such increase has been greatest last year, and will probably still further advance in future.

The measures adopted for protecting and ultimately restoring the Salmon fishery, already have produced encouraging results. Without particularising, it may be mentioned that, as well in the quantities of full-grown fish taken about the estuaries, as in the numbers of breeders ascending into the upper waters, and an abundance of fry along the principal streams, most gratifying signs of improvement are evident.

In a previous report it was remarked that, among other practical effects expected from the system of leasing and licensing applied to the management of the salmon fishery, was that of causing increased attention towards the deep-sea fisheries. This expectation has been even now amply fulfilled. And it is a fact worthy of being observed in this connection, that fish-food has been more abundant and cheaper throughout the country, during the past year, than heretofore. If, therefore, one of the indirect effects of regulating with considerable stringency, and of thus preserving the salmon fishery, be to occasion more active or extensive working of the more lucrative deep-sea fishings, the public consumer derives, in the meanwhile, double benefits, with an additional prospect of such advantage being, in due course, augmented by an improved supply of salmon, at cheaper rates than usual.

The want of some established and expeditious communication with the salmon rivers and coast stations, hinders persons from paying such rentals for desirable privileges as otherwise could readily be obtained. When the cost and discomfort, and the uncertainty of reaching distant places in sailing vessels is reflected upon, it is not surprising that individuals should either abandon altogether the thought of leasing, and refrain from the desired excursion, or else tender very low rates for the fishery privileges.

There being numerous demands for both net fishery and angling stations, that could not well be satisfied from among the remaining stations not yet otherwise disposed of, cursory explorations have been made in past seasons, with the view of ascertaining the precise character of the numerous streams, bays, inlets and coast places, which abound along either shores of the St. Lawrence. I am unwilling always to incur any risk of disappointment on the part of such applicants (particularly when strangers), who necessarily trust much to the good faith of the Department, and in many cases rely almost entirely upon information which the office is supposed to possess. During the performance of this service, also, I have caused to be ascertained by personal inspection, the condition of all occupied stations, and have partly procured from actual observation, materials quite indispensable in determining the relative rights of the Crown and the claims of individuals. This duty requires to be conducted with great care, and cannot be hastily performed. There are several important frontages yet to be examined.

The experiment (begun in 1859) of transplanting oysters from beds in the waters of New Brunswick, having proved upon examination to give promise of success, it was this fall continued. Those laid down in Gaspé basin during the autumn of 1859, were examined and found to be not only in a good state of preservation, but growing and having every appearance of reproduction. At the trifling expense of \$242.80, 300 bushels of carefully picked oysters from the banks at Carraquette, were planted about the same localities. Although the Legislature has made a liberal allowance for testing the possibility of raising oysters along our coasts, the utmost care and strictest economy have been observed in using the money so provided. I thought it better, before venturing upon a greater expenditure, to await such indications of probable success as the first two or three years might afford. There remain still unexpended out of the annual appropriations made for this interesting project, balances to the amount of \$1183.86. These funds, if judiciously applied, will ensure (it is confidently hoped) in a few years the nuclei of prolific oyster

patches in several principal localities upon the north and south coasts, suitable for the existence and culture of this highly prized and nutritive food.

The rents accruing upon Leases of fishery stations in Upper Canada, to the 31st January, 1862, amount to \$8,477.12; and in Lower Canada, from the same source, reckoning to the 15th of March and 30th of April, 1862, they amount to \$5,561.00, besides arrears due on lease of porpoise fishery to the amount of \$496.00. The fees derived from season Licenses of salmon fishings, amount to the sum of \$1,594.00. The Crown moiety of fines levied amounts to \$43.50. A sum total of \$16,175.12, for Upper and Lower Canada, is reckoned up to the respective dates above named, as the aggregate of transactions in this branch for the past year.

Claims for fishing bounties for the year 1860, amounted to \$10,281.50, and were paid during the spring time of this year. The sum limited by the Statute, 22 Vic., cap. 86, in payment of such claims, is \$14,000 each year. Since this premium was sanctioned by law, there has been paid altogether but \$17,613.00, or an amount less than the limitation of just \$10,387.00.

SURVEYS IN UPPER CANADA.

The surveys carried on in this section of the Province during the past year, consist chiefly of the completion of the townships commenced about the latter part of the year 1860, in the Huron and Ottawa Territory, and on the north shore of Lake Huron.

In the Huron and Ottawa Territory, the townships of Cashel, Bangor, Radcliffe, Wicklow and Miller, have been surveyed, returned, and offered for sale; as also the townships of Dalton, Ryde, Oakley, Hindon, Anstruther, and the residue of the townships of Rama and Alice.

The re-surveys of the townships of Palmerston and Olden have been completed.

The sub-division of the town plot of Brunswick, on the Bobcaygeon Road, into town plots has been performed, and other partial surveys will be found denominated in the Appendix to this Report.

The survey of the continuation of the Bobcaygeon Road has been completed as far as Lake Nipissing, and also that of the Burleigh Road to the Peterson Line. Instructions have been issued for the survey, into farm lots, of the townships of Ridout, Mattawan, Sherwood, Brunel, Cavendish, Chandos, Sherborne, Lyndoch, Glamorgan, Stephenson, Richards, Hogarty,—as also the residue of the townships of Macaulay, Draper, Clarendon, Monteagle, and the re-survey of the township of Oso.

Instructions have been also issued for the survey of Free Grant lots on the Bobcaygeon Road, to the north of Bell's Line, and an examination of the country between the Muskoka Road and Parry Sound, with a view of opening up a communication between the Georgian Bay and the Bobcaygeon Road.

On the north shore of Lake Huron, the surveys of the following townships have been completed during the past year, viz. :—Macdonald, Prince, Parke, Thompson, Fenwick,

Kars, Dennis, Pennefather, Rose, Lefroy, Spragge, Esten, Salter, and part of Patton, and the survey of Goulais River.

The exploratory survey between Sault Ste. Marie and Fort William, carried on under the superintendence of Mr. Herrick, is progressing favorably, and will be completed during the ensuing summer. For a detailed account of the surveys, see Appendix to this Report.

Instructions have been also issued for the survey, into farm lots, of the following townships in the Ottawa and Huron Territory, purchased '*en bloc*' by the parties in England referred to in my Report of last year, viz. :—Longford, Dysart, Dudley, Harcourt, and Guilford. The cost of the sub-division of these townships is borne by the purchasers.

LOWER CANADA SURVEYS.

The surveys of the public lands, for purposes of actual settlement and colonization, effected in Lower Canada under instructions from this Department, during the year expired 31st December, 1861, are distributed in twelve counties, forming the Districts of Ottawa, Joliette, Quebec, Beauce, Montmagny, Rimouski and Gaspé, extending the field for colonization purposes by nearly 4,800 lots, averaging each 100 acres, and with few exceptions, situated in highly favorable localities in point of agricultural as well as natural advantages, as will be noticed in the description given by the Surveyors of the townships named in the annual statement of surveys, submitted for the fiscal year just terminated.

In the District of Ottawa, the arable parts of the Townships of Aberford, Pontefract, and Baskatonge, to the extent of 114,712 acres were laid out into lots, and the residue of the outlines, 97 miles, duly established and marked in the field.

In the District of Joliette, the residue of the township of Doncaster, adjoining on the west to the fast-settling township of Morin, 31,086 acres, were laid out into farm lots.

In the District of Quebec, the front Range, on the river St. Maurice, of the township of Polette, and the ranges in the adjoining township of Turcotte, fronting on the river St. Maurice and its tributary the Rat river, were laid out into lots to the extent of 41,042 acres; besides running the outlines of the latter township and part of the outlines of the former, exceeding together 60 miles.

In the District of Beauce, the first six ranges of the township of Spaulding, situate on the right bank of the river Chaudière, were subdivided into lots, containing 34,481 acres. 32 miles of outlines were surveyed in the field.

In the District of Montmagny, the township of Daaquam, lying between the river St. John, or southern limit of the Province, and the river Daaquam, and traversed from the north-west by the Bellechasse projected colonization road, 35,536 acres were laid out into farm lots, besides the demarcation and survey of 31 miles of outlines.

In the townships of Bourdages and Patton, lots were laid out on both sides of the surveyed line run the previous year for the projected colonization road, leading from the

parish of L'Islet to the Taché road, traversing the first five ranges of Patton. Both tracts in these townships, comprising about 23,420 acres, were subdivided into 100 acre lots.

It may be here observed that of this quantity 6,000 acres had been already surveyed in the primitive survey of the township of Patton; but on the occasion of laying out the proposed government road to traverse the first five ranges of the township, from the north-west to the south-east, it was deemed that changing the direction of the lots, in these ranges, excepting, however, the lots fronting on the Taché road, so as to front on the proposed road, would accelerate the settlement of the public lands traversed by it, and the surveyor was accordingly instructed to carry out the desired alterations. Similar alterations of the primitive surveys in the organised townships will obviously occur, where the proposed roads, running transverse to the ranges, are found necessary for the greater advantage of actual settlement.

The arable tracts in the township of Panet, containing 17,051 acres, besides the residue of the outlines of that township and of the adjoining township of Rolette, 22 miles, were surveyed and marked in the field.

The survey of the residue of the townships of Garneau, Casgrain and Lafontaine, situate on the Elgin road, containing together 68,977 acres, was, from the rapid settlement of the surveyed lands along the Elgin road, deemed highly requisite in the interest of colonization, especially as the two first named townships are traversed by the Taché road line, and extend the field of colonization towards the interior; in connection with which object, ranges of lots were laid out on both sides of the Arago road line, in the townships of Lessard, Beaubien and Arago, to the aggregate extent of 12,903 acres.

In the District of Temiscouata, the arable lands in the township of Armand, traversed by the new line of the Temiscouata Government Road, were laid out into lots, offering with the lots surveyed along the old road, a large field for settlement. That important communication being more appreciable since the movements of Her Majesty's troops from England to this Province, during the present season.

Finally, in the District of Gaspé, the arable part of the township of Mann, situate on the Ritigouche River, the residue of New Richmond, on the Bay of Chaleurs, the broken range of the township of Nouvelle, adjoining and along the rear line of the seigniorie of Shoobred, established by Judgment of the Court of Queen's Bench, at New Carlisle, and a gore lot in the township of Tourelle, adjoining on the south-west the township of Cap Chatte, and the seigniorie of Ste. Anne des Monts, fronting on the river St. Lawrence, forming together 74,536 acres were surveyed.

The aggregate of the lands surveyed into farm lots herein before enumerated being 480,288 acres, to which might be added the verification survey of the first six ranges of the Township of Matane, containing 29,500 acres, forming a grand total of 509,789 acres marked and bounded by actual measurement in the field. The average cost of survey being 5 cents per acre.

The exploratory lines surveyed in Lower Canada, in view of carrying out certain projected colonization roads, under instructions from this Department, enumerated in the

annual statement above-mentioned, will be found upon the inspection of the reports of the surveyors and of the maps accompanying this Report, not to yield in importance and commensurate results, to any surveys of the same nature performed in the preceding years, in either section of the Province, whilst adding a large amount of topographical knowledge of the country explored.

The new line of road traced and marked by Mr. P. L. Surveyor Robertson, from the township of Onslow through the townships of Bristol and Clarendon, to Portage-du-Fort, in the township of Litchfield, involving an exploration of 61 miles, was deemed of the utmost urgency, to encourage the settlements in those townships, whilst materially shortening the length of road leading to the thriving settlements in the Upper Ottawa Valley, on the Lower Canada side of the Grand or Ottawa River.

The Aylmer and Gayhurst line of road traced by Mr. P. L. S. Duchesnay, to connect the settlements in Lambton and Aylmer, traversing the township of Aylmer to the bank of the Chaudiere, cannot fail to be attended with the best results directed to the settlement of the public lands in that part of the country.

The Central Section of the projected Etchemin road is a continuation of the line of road traced by Mr. P. L. S. Henderson, from the North-West angle of Cranbourne to Elm Island, in the River Etchemin, in Cranbourne, reported upon last year, which, joined to the collateral lines, he is instructed to explore, with a view of connecting them with the existing road leading from the old settled Parish of St. Edward, in the township of Framp-ton, and producing it to its junction with the southern section of the Etchemin road, in the township of Watford; the latter terminating at the Keunbec Road, in the township of Liniere, will traverse large tracts of lands for the most part well adapted for cultivation, whilst a branch of this road projected from the banks of the River La Famine, through the township of Watford, would open up for settlement the arable lands in the townships of Langevin, Daaquam and Metgermet, to the southern boundary of the Province.

The St. Maurice and Saguenay exploratory line, run by Mr. Blaiklock, from the foot of the falls of La Tuque or head of Steam Navigation on the St. Maurice River, to the mouth of the Quiatchouan, in Lake St. John, a distance of 75½ miles, in connection with the exploration reported by Mr. P. L. S. Arcand in 1860 of the river Croche, from its confluence with the St. Maurice, to its source on the height of land; thence down the stream of the Quiatchouanish to Lake St. John, explored under instructions from this Department, with a view of ascertaining the practicability of opening a road by the Valleys of the St. Maurice and Saguenay, to connect those remote localities, which, if feasible, would not only obtain to the inhabitants of the fast settling valley of the Upper Saguenay, a market at Three Rivers for their produce, but also along the route among the numerous lumbering establishments in the Valley of the St. Maurice, it would traverse.

Very valuable information of the general physical character of the country examined under both those exploratory operations, has been collected, especially as resulting from the direct traverse across both valleys by the exploratory line, which geographically ties the relative positions of the Saguenay and the St. Maurice, an object in itself of primary importance for a correct delineation of those territories upon a map of the Province; and

although a road does not appear to be practicable along or on the direction or course of the exploratory line, owing to the rough and mountainous character of the country, unless at a heavy cost to the Province, which the proportion of arable land traversed does not however warrant; nevertheless, a road can be opened along the banks of the river Croche, skirting the hills which border it, to the height of land, and thence almost by a direct line of road, easterly, to the settlements on the front range of the township of Roberval, at Lake St. John, a total length, including the distance from the River's mouth to La Tuque Falls of about 90 miles.

For a detailed description of the country explored in both surveys, I would beg reference to the reports of the surveyors inserted in the appendix to this Report.

The next and last exploratory survey enumerated in the annual statement herein referred to, is that performed by Mr. Blaiklock, as a preliminary reconnaissance, for the object of opening up a road, as direct as the nature of the country would permit, from Port Daniel, in the Baie des Chaleurs, to Gaspé Basin, a distance by the map of 41 miles.

The exploratory line commencing at the rear angle of the township of Newport, in the limit between the Counties of Gaspé and Bonaventure, was run 22 miles to the bank of the Grand River, a rapid stream emptying into the Gulf of St. Lawrence, whereat by reason of the very abrupt and generally unfavorable character of the country traversed, for the construction of a road, the land being intersected by hills of no inconsiderable elevation, by deep ravines and gullies occasioned by the bed of the Rivers Grand Pabos, Little Pabos, Grand River and their numerous tributaries, in their rapid descent from the interior to their discharge into the Bay of Chaleurs,—the line was unavoidably terminated.

The purpose of a road in the same general direction was not however abandoned, until another rapid exploration had been effected from Gaspé Basin to the mouth of the Grand Pabos River, a distance of about 32 miles. Unsuccessful as the result of the exploration proved to be, it was satisfactorily ascertained that a good line for a road could be traced through the surveyed land of the townships of Percé, Malbay, Douglas and York, around the base of the group of hills in rear of those townships, which would, whilst materially shortening the distance now travelled, coast-ways and across the Peninsula, by the Belle Anse Road, greatly advance the disposal and settlement of the arable lands the line of the proposed road would traverse.

The general result of this exploration, although adverse to the purposes of a road in the direction proposed, which has been found to lie transversely to the courses of the rivers intersected, gives a favorable account of the nature of the soil and timber, prevailing for the most part in the line of exploration, and may upon further examination, be found to offer a fair prospect for colonization, along the course especially of the rivers intersected.

The reports of Mr. Blaiklock's explorations are inserted in the appendix, No. 27.

During the year just expired, the important survey for defining and marking by permanent stone monuments, the line of division between Upper and Lower Canada, was completed, under instructions from this department, in pursuance of the provisions of the 23 Vic., cap. 21; a service which it is here gratifying to remark, although carried over the

possessions and clearances of the resident inhabitants along the line, many among them hitherto in hostility to each other, on either side, from Point au Beaudet, on Lake St. Francis, to Point Fortune on the Ottawa, was effected with the utmost harmony and good will on all hands towards Mr. Fletcher, the officer of this department charged with the duty of running the line in the field, while it finally set at rest the long pending cause of disputes and grievances, which the unsettled state of the boundary line gave rise to besides ruinous litigations between the landholders, whether as Seigniorial proprietors or grantees of the Crown, under the respective Governments of Upper or Lower Canada, prior to the Union of the Provinces, originating as far back as the date of the proclamation of Sir Alured Clark in 1791.

UPPER CANADA COLONIZATION ROADS.

THE ADDINGTON ROAD.

During the year, 27 settlers were located on this road; 510 acres of land were cleared, and 286 acres chopped. The aggregate value of the productions of the settlers at the current rates in the locality, is estimated at \$38,542.20.

For detailed statistics of this and the other colonization roads, see the reports of the resident agents, in the Report of the Bureau of Agriculture and Statistics.

THE BOBCAYGEON ROAD.

There are now 211 families settled on this road. They have cleared 1438 acres; 1002 of which were under crop last year—and they have in addition 440 acres chopped, but not yet cleared. Mr. Hughes, the resident agent, values the crop of last season at \$30,047.10. He has sold 90,739 acres of land in the townships adjacent to the road during the last three years.

THE HASTINGS ROAD.

The number of new settlers located on this road during 1861, is 88. The total number now in possession of lots is 377.

The number of acres cleared, and in process of being cleared, at the close of 1861, is 3641—showing an increase of 960 during the year. The number of acres under crop and pasture, last season, was 2681; the total value of the year's products \$44,418.15.

The live stock is nearly double that of 1860, being 1112 head.

THE MUSKOKA ROAD.

72 lots have been located on this road, of which 62 are occupied by settlers. The population now amounts to 249 souls, shewing an increase of 59. 200 acres of land are cleared, and 100 more chopped. The value of the produce of the last season is estimated at \$4,900.23. There are 73 head of live stock—an increase of 23 during the year.

The townships adjacent to the road were placed under the charge of the resident agent, Mr. Oliver, in October last; and he has already sold 6060 acres, and 167 lots are occupied by actual settlers.

THE OPEONGO ROAD.

There were 40 new locations on this road during the past year, making a total of 299 free grants. The population amounts to over 1000 souls. 1874 acres were under crop, shewing an increase of 416 acres over the preceding year. Mr. French, the resident agent, values the produce at \$36,716.32.

COLONIZATION ROADS IN LOWER CANADA.

During the past year 107½ miles were completed, 79½ miles opened, and 13½ miles repaired, and 11 large bridges built under the superintendence of the late Thomas Boutillier, Esq., Inspector of Agencies.

The expenditure on these works was \$52,683.06.

The details of the progress of the works on the respective roads, and of the expenditure on each, is contained in the report of Boucher de la Bruère, Esq., to whom the temporary charge of the office has been entrusted.

These colonization roads extending over that section of the Province, lying on both sides of the St. Lawrence, and on the northerly bank of the River Ottawa from Gaspé to Pontiac, are 91 in number. They afford access from the older parishes to the waste lands in the rear, and have been largely availed of by the surplus population, which has made numerous settlements thereon during the past year, more especially in the Counties of Gaspé and Bonaventure, on the south shore of the St. Lawrence below Quebec—in the County of Compton in the Eastern Townships, and in the Counties of Ottawa and Pontiac. The roads in the latter mentioned Counties were placed under the charge of Mr. A. J. Russell, Inspector of Crown Timber Agencies, who has had much experience in road making in both sections of the Province. He has made an exploration of the Counties and projected the location of several leading roads that would most effectually develop the arable lands, which he has ascertained to be of much greater extent than was formerly supposed, presenting a large and most favorable field for colonization, easy of access.

ELGIN ROAD.

The number of gratuitous locations on this road amounts to 250, on which 73 families are at present residing, 29 of whom settled during the year. The live stock has increased 50 per cent. in 1861, shewing a total of 142 head. 669 acres were under crop, and 300 in pasturage, besides 731 acres chopped and piled ready for burning. The harvest is estimated by Mr. Drapeau, the resident Agent, at 9589 *minots* of wheat, rye, barley, pease, oats, potatoes, and turnips, and the total value of the year's produce, including maple sugar, pork, shingles, and boards, at \$8,436.72; and of the buildings erected, lands cleared, and increase of live stock, at \$6,564, making a total of \$15,000.72, as the value of the year's labour of the settlers. The present value of the settlers improvements and live stock, is estimated at \$36,078.72.

THE MATANE AND CAP CHAT ROAD.

This road traverses the townships of Cherbourg, Dalibaire, and Romieu, and is under the charge of Mr J. B. Lepage. There are 67 settlers actually residing on their lots,

and 61 who have made improvements, but are not yet living on their lands. 781 arpents have been cleared, and 705 are in process of being cleared. 476 arpents were cultivated last year, the produce of which is estimated at \$4,443.15. 4,225 pounds of maple sugar were made by the settlers last season, and codfish to the value of \$1,450—caught by them. They have 395 head of live stock.

For further details see Mr. Lepage's report, Appendix No. 22.

KEMPT ROAD.

There are 14 settlers who are residing on their lots, and 12 who have made improvements with a view to actual settlement. 215 arpents have been cleared, and 90 arpents chopped.

The crop of the 192 arpents which were under cultivation last season is valued at \$1,317.70. The settlers have 99 head of live stock.

See Mr. Lepage's report before referred to.

LAND SALES AND MANAGEMENT.

Since my last annual Report, twenty-two agencies for the sale of lands in the older counties have been closed, and the policy adopted by the Department has been steadily pursued in the disposing by public sale, for cash, of the lands scattered throughout the old settled townships. The importance of getting rid of all such lands is very great, in an economic view alone, for so long as a lot remains unsold and unprotected by a legitimate owner, it may at any time, and sooner or later will form the subject of special claim on the part of squatters, whose transactions among themselves, in respect to land which the Crown had never parted with, have been the fruitful source of labor and consequent expense to the Department. The conduct of these sales, by an officer sent specially by the Department for the duty, has been attended with the best results. For three years past, all squatters have been repeatedly warned that they must become purchasers under the Crown, if they wished to secure a title to the lands they occupied; and in the public notices of these auction sales, given several weeks beforehand, the attention of such parties is called to the necessity of making known such occupancy, and dealing with the Crown before the day of sale. Having taken all these precautions to prevent, as far as possible, any hardships to individuals, as well as imposition upon the Government, the Department has not hesitated to proceed with the absolute sale of unclaimed lands, or of land, claims to which having been examined have been rejected. In this way upwards of 1200 of what are called "special cases" were, in the course of last year, disposed of on the spot, by the officers charged with the conduct of these sales, and were thus excluded from the office, where they might have lingered for years in the mass of conflicting evidence which usually accompanies them.—The effect in Lower Canada alone may be judged from the following report, made to me by the officer conducting such sales there:—

"The sale of 39,899 acres of land, and the receipt of \$22,759, is the result of the carrying out for the first time in Lower Canada, the system of advertising for sale at auction

in old settled townships. Of the acres thus disposed of, about 19,000 were paid for in full; the remainder, about 21,000, were claimed by squatters who had occupied their respective holdings for periods varying from three to thirty years. These claims were investigated on the spot, and the squatters admitted to purchase by instalments, provided they paid one-fifth of the purchase money previous to the day of sale by auction; a condition which was complied with in every instance except one."

In Upper Canada there were sold by public auction, in the autumn of last year, 135,689 acres, at the price of \$85,867; and 84,086 formed the subject of special adjudication.

I trust that this policy, pursued with such beneficial results during the past year, will be regularly continued until every acre of land in the townships organized under municipal government is disposed of; and that in the newly formed townships opened out for settlement, and where settlement duties are, as they should be, rigidly exacted, a fixed price for cash or on credit, as at present, will be demanded for the lands, and payment regularly enforced. By these means only can land sales and management be brought to anything like a system, and the large staff at head-quarters reduced. Cases of individual hardship will, in the application of fixed rules, occasionally arise, but it is far better and safer for the interests of the public, or any portion of it concerned in the administration of the Public Lands, that it should be so, than that rules should be constantly relaxed and individuals thus led to believe that they will not be held to their engagements—and that any sale which in the first instance was a mere ordinary transaction, can be converted into a special case for favor or relief. The amount of annoyance, labor and expense, which any one such case causes is almost beyond belief, and when they come to be counted by thousands, as they have been, the whole working system of the Department is paralyzed, and its administrator appalled at the labor which he is expected to undertake. The only way to avoid a repetition, or at least an increase of these evils, is a policy of some kind which will be strictly adhered to, and which shall be so well settled and arbitrary, that attempts to change it to meet individual cases will be considered hopeless. It is really impossible that there can be anything like effective administration when the man who buys a lot of land to-day thinks he can, with any chance of success, apply to-morrow, perhaps, for a reduction of price—on grounds which may be supported by affidavits or certificates, questionable in their statements, or plausible arguments and individual influences. In the earlier sales where the accumulation of interest has been sometimes double the amount of the principal, and where in the transmission of the property difficulties have arisen, it has been necessary to interfere; but I have always thought the government as much to blame as the individual, for the long delays which have been permitted, during which all kinds of difficulties intervened. These cases are rapidly disappearing, and I am only too anxious that no excuse for a repetition of them shall be furnished in the sales made from day to day.

The abolition of the older agencies has thrown upon the office here, for the present, a great increase of labor. In addition to the saving effected in the revenue by the discharge of so many agents, I believe that the Government, as well as individuals having claims to lands, will profit by the change. Brought into direct contact with the Department, they will feel the necessity for an immediate arrangement of some kind, and wher

they have had disputes with the local agents, their cases will, perhaps, for the first time, occupy the attention of the Commissioner. At all events, they will know that all the unsold lands or lands liable to forfeiture, and to which claims are not speedily made good, will be sold by public auction for cash, and wiped out of the books of the Department.

A saving in the expenses of management of those "Free Grant Roads," on which settlement has largely progressed, has been effected by withdrawing the salaries of the agents; and they have been compensated for this loss by entrusting them with the sale of the lands in the newly formed townships in and in the neighborhood of their agencies, paying them therefor by a commission. The saving thus effected is about \$8,500 per annum, while the saving, by doing away with the older Crown Lands agencies, may be estimated at about \$7,500 per annum.

A large quantity of land is now surveyed and open for sale, in various sections of the Province, in addition to the ten townships sold *en bloc*, which are being rapidly surveyed and prepared for settlement. I have every reason to believe that there will, during the present year, be a large influx of immigrants, and that the efforts of the Government to disseminate correct information will bring hither those of the proper classes. Taking advantage of the occasion which the unhappy strife among our neighbors affords us, two additional Government agents have been despatched to Great Britain and Ireland and the Continent of Europe, and they have been instructed diligently to make known to those seeking homes in the new world, such advantages as Canada affords, while they have been warned to hold out no false hopes of success, out strictly to make known the truth.

Reference is requested to the last part of the Report of last year, headed "Land sales and settlement."

P. M. VANKOUGHNET,
Commissioner

DEPARTMENT OF CROWN LANDS,
Quebec, 11th March, 1862.

APPENDICES

TO THE

Report of the Commissioner of Crown Lands of Canada,

FOR THE YEAR 1861.

CONTENTS OF THE APPENDICES.

1. Return of the Officers and Clerks of the Department. (Not printed.)
 2. Lower Canada Crown Lands Agents.
 3. Upper Canada Crown Lands Agents.
 4. Canada Crown Timber Agents. (Not printed.)
 5. Agents of the Jesuits' Estates, Crown Domain and Seigniori of Lauzon. do.
 6. Statement of Lands sold in 1860 and 1861.
 7. Statement of Receipts considered as Revenue.
 8. Statement of Disbursements as Expenses of Management.
 9. Amount of Collections in 1861.
 10. Receipts and Disbursements on account of Clergy Lands, Upper Canada.
 11. Receipts and Disbursements on account of Clergy Lands, Lower Canada.
 12. Receipts and Disbursements on account of Common School Lands, Upper Canada.
 13. Receipts and Disbursements on account of Grammar School Lands, Upper Canada.
 14. Receipts and Expenses on account of the Jesuits' Estates. (Abstract.)
 15. Receipts and Expenses on account of the Seigniori of Lauzon. do.
 16. Receipts and Expenses on account of the Crown Domain. do.
 17. Receipts and Expenses on account of the Ordnance Lands. do.
 18. Return of Lower Canada Surveys.
 19. Return of Upper Canada Surveys.
 20. Return of Woods and Forests.
 21. Statement of Office Work. (Not printed.)
 22. Report of the Agent of the Matane and Cape Chat Colonization Road.
 23. Schedule of Ordnance Lands.
 24. Report of the Agent of the Elgin Colonization Road.
 25. Report of the Inspector of Agencies for Lower Canada.
 26. Extracts from Upper Canada Surveyors' Reports.
 27. Extracts from Lower Canada Surveyors' Reports.
 28. Map of the St. Maurice Territory. (Not inserted.)
 29. Map of Gaspé and Bonaventure... do.
 30. Map of the Ottawa and Huron Territory. do.
 31. Map of the North Shore of Lake Huron. do.
 32. Report of P. L. S. Gibbard, on the Mines on Lakes Huron and Superior.
 33. Report of Mr. Quinn.
 34. Report of the Agent for the Addington Road. }
 35. Report of the Agent for the Bobcaygeon Road. }
 36. Report of the Agent for the Hastings Road. }
 37. Report of the Agent for the Muskoka Road. }
 38. Report of the Agent for the Opeongo Road. }
- } Transferred to the Bureau of Agriculture and Statistics,
to accompany the Report of that Department.

APIENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, date of their Appointment, and Commission allowed to each on Collections made during the year ending 31st December, 1861.

WESTERN SECTION.

| Names of Agents. | C O U N T I E S. | Date of Appointment. | Commission. | REMARKS. |
|----------------------|--|-------------------------|-------------|--|
| Barron, Thos..... | Part of Two Mountains | 1845, August 4 | \$ cts. | 5 ½ cent. Commission on the first \$2,000 00 2 ½ cent. do on the next \$28,000 00 1 ½ cent. on any sum exceeding \$30,000 00 EXEMPTIONS. Dismiss- ed Aug- 12, '61. |
| Bastien, F. X..... | Part of Ottawa | 1845, August 4 | 15 23 | |
| Bourgeois, G. A..... | Part of Drummond | 1850, March 23 | 30 14 | |
| Cameron, G. W..... | Part of Ottawa | 1859, December 12..... | 10 13 | |
| Reiton, John | Parts of Sherbrooke, Stanstead and Drummond..... | 1843, January 30..... | 79 13 | |
| Farley, Robert | Part of Ottawa | 1849, August 27 | 473 02 | |
| Fleming, Wm | Huntington | 1852, Aug. 21 | 424 83 | |
| Gagnon, A..... | Arthabaska | 1860, January 12 | Nil. | |
| Hunn, John..... | Part of Megantic | 1852, January 21 | 52 82 | |
| Judgson, G. M..... | Part of Pontiac | 1858, February 27 | 156 18 | |
| Kemp, O. J..... | Stanstead, Missisquoi and Shefford..... | 1848, April 15 | 192 64 | |
| Lewis, J. S..... | Beauharnois | 1848, December 16..... | 509 18 | |
| McBean, M..... | Part of Ottawa..... | 1859, November 14..... | Nil. | |
| McLean, D..... | Part of Ottawa..... | 1845, August 10..... | 142 11 | |
| McMillan, D..... | Part of Two Mountains | 1840, August 4 | 68 66 | |
| Murray, E. W..... | Part of Ottawa..... | 1858, February 19 | 28 53 | |
| Pratt, F. X..... | Part of Drummond | 1860, March 10 | 169 78 | |
| Smith, Ter. ue..... | Part of Ottawa | 1860, June 20 | 107 59 | |
| Sheppard, C. C..... | Part of Drummond | 1850, December 7 | 156 38 | |
| Thomson, W..... | Argenteuil..... | 1858, June 4 | 35 61 | |
| | | | 3 70 | |

WILLIAM FORD,
Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st Dec., 1861.

ANDREW RUSSELL,
Asstet. Commissioner.

APPENDIX No. 2.—(Continued.)

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, date of their Appointment, and Commission allowed to each on Collections made during the year ending 31st December, 1861.

EASTERN SECTION.

| Names of Agents. | COUNTIES. | Date of Appointment. | Commission. | REMARKS. |
|--------------------|---|----------------------|-------------|----------|
| Arcand, J. O. C. | Part of Mégantic | 1849, September 15 | \$ cts. | |
| Bochet, A. | Portneuf and Champlain | 1843, June 30 | 15 41 | |
| Bonthliver, T. | Inspector of Agencies and Colonization Roads | 1854, March 30 | 12 53 | |
| Bourgeois, Jules | Berthier and Joliette | 1858, December 23 | 1840 00 | Decens'd |
| Blanchet, L. C. | Beauce | 1859, May 14 | 63 26 | |
| Daly, Alexander | Part of Leinster | 1844, June 12 | 00 88 | Dismiss- |
| Dery, J. P. | Part of Portneuf | 1851, July 12 | 13 37 | ed, Feb, |
| Deguisse, Florence | Part of Kamouraska | 1851, July 12 | 29 43 | 9, '61. |
| Drapeau, S. | Elgin and Taché Road—Free Grant Agent | 1850, May 25 | 23 25 | |
| Dubord, J. A. | Maskinongé and St. Maurice | 1858, January 29 | 23 40 | |
| Eden, John | Gaspé | 1859, May 26 | 36 40 | |
| Gauvreau, L. W. | Part of Rimouski | 1851, May 21 | 86 30 | |
| Jolivet, Jos. | Bellechasse | 1848, July 22 | 8 77 | |
| Japote, Jérenie | Township of Peterboro' | 1860, February 1 | 6 19 | |
| Lavallée, A. B. | Parts of Two Mountains and Terrebonne | 1860, September 1 | 3 10 | |
| LeBel, J. T. | Parts of Sherbrooke and Wolfe | 1843, August 12 | 30 01 | |
| LeBel, J. A. | Bonaventure | 1852, May 31 | 375 00 | Salary |
| Lévesque, L. V. | Part of Bellechasse | 1858, March 25 | 127 92 | |
| Lepage, J. B. | Part of Rimouski, and Matapédia Road Agent | 1852, October 11 | 8 20 | |
| Marin, Vincent | Chicoutimi | 1855, September 12 | 6 74 | |
| Ross, Andrew | Parts of Mégantic, Dorchester and Bellechasse | 1858, September 10 | 70 48 | |
| Stewart, McLeau | Quebec | 1843, June 30 | 48 43 | |
| Tétu, F. | Part of L'Islet and Bellechasse | 1845, September 27 | 10 95 | |
| Tremblay, E. | Charlevoix | 1850, May 25 | 94 36 | |
| Boulliane, R. | Saguenay | 1855, June 15 | 4 93 | |
| Farwell, Wm. | Compton | 1858, September 20 | Nil. | |
| Labrecque, Louis | Beauce | 1861, September 20 | 600 00 | Salary |
| Verge, J. V. | Bate des Châteaus | 1861, April 26 | Nil. | |
| | | 1861, May 27 | Nil. | |

23 25 cent. on the first \$2000 00
 do on the next \$2800 00
 14 25 cent. on any sum exceeding \$3000 00

EXPENDITURES.

ANDREW RUSSELL,
 Assist. Commissioner.

WILLIAM FORD,
 Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st Dec., 1861.

APPENDIX No. 3.

LIST OF CROWN LAND AGENTS for UPPER CANADA, dates of their Appointment, and Commission allowed to each on the Collections made during the year ending 31st December, 1861.

| Names of Agents. | COUNTIES. | Appointed. | Salaries. | Commission. | REMARKS. |
|-------------------|---|------------|--------------|------------------|------------------------------|
| Alexander, John | Simcoe | 1843 | April 18 | | |
| Ambridge, T. A. | Wentworth | 1853 | April 27 | | |
| Askin, J. B. | Middlesex and Elgin | 1839 | July | | |
| Ballard, N. | Prince Edward | 1854 | July 6 | | |
| Campbell, Duncan | Norfolk | 1839 | July | | |
| Carroll, John | Oxford and Brant | 1844 | November 20 | | |
| Crawford, Walter | Part of Peterborough | 1849 | April 11 | | |
| Duric, John | Carleton | 1845 | March 10 | | |
| French, T. P. | Part of Renfrew and Ottawa and Opoungo Road | 1855 | September 17 | \$4 per diem and | |
| Gibson, David | Inspector of Agencies, Canada West, and Colonization Roads. | 1854 | April 4 | Salary per annum | |
| Geddes, Andrew | Wellington | 1845 | June 8 | 1840 00 | |
| Graham, J. | Burleigh Road | 1861 | May 31 | 1207 22 | |
| Hayes, M. P. | Part of Hastings and Hastings Road | 1856 | July 3 | | |
| Harris, William | Part of Renfrew | 1851 | June | | |
| Hart, Samuel | Stormont, Dundas and Glengary | 1844 | November 20 | | |
| Huber, H. S. | Waterloo | 1856 | April 26 | | |
| Hughes, Richard | Part of Victoria and Peterboro, and Bobenysgon Road | 1858 | November 23 | | |
| Jackson, William | Grey | 1854 | November 3 | | |
| Kerr, George | Lanark | 1858 | October 8 | | |
| McAnany, F. | Part of Hastings | 1840 | May | | |
| McNabb, Alexander | Bruce | 1851 | April 20 | | |
| McVicar, R. | District of Algonquin, part of | 1861 | September 1 | | |
| Macpherson, James | Lennox, and parts of Frontenac and Addington | 1860 | February 21 | | |
| McLenn, A. N. | Collector of Clergy Rents in U.C. | 1860 | March 1 | | |
| Monck, Richard | Kent | 1800 | March 2 | | |
| Moymahon, D. | Essex | 1853 | April 21 | | |
| Mofatt, J. P. | North part of Renfrew | 1858 | November 20 | | |
| Oliver, R. J. | Free Grant Agent, Muskoka Road | 1859 | July 22 | | |
| Perry, Ebenezer | Parts of Frontenac and Addington Road | 1856 | March 27 | | |
| Roche, G. N. | Victoria | 1858 | October 22 | | |
| | | | | \$ 610 932 | |
| | | | | | the sum exceeding ... 30,000 |
| | | | | | \$ 23,000 |
| | | | | | \$ 2,000 |
| | | | | | first |
| | | | | | next |
| | | | | | the sum exceeding ... 30,000 |

TOTALS.

APPENDIX No. 6.

STATEMENT of the number of acres sold, amount of sales, and amounts collected in Upper and Lower Canada for the years 1860 and 1861.

| | Acres sold. | | Amount of Sales. | | Amount of Collections. | |
|----------------------------------|-------------|-------------|------------------|--------------|------------------------|--------------|
| | 1860. | 1861. | 1860. | 1861. | 1860. | 1861. |
| Clergy Lands, Upper Canada | 623224 | 74366 | \$ 174803 70 | \$ 181674 37 | \$ 385890 01 | \$ 298120 24 |
| Do Lower Canada | 44545 | 41209 | 34455 69 | 36511 78 | 34734 27 | 26860 87 |
| Crown Lands, Upper Canada | 120413 | 257933½ | 144840 12 | 338153 88 | 199855 15 | 276170 10 |
| Do Lower Canada | 290026 | 273885 | 140063 41 | 126043 90 | 78901 60 | 73915 69 |
| Common School Lands | 3221½ | 4408 3-5 | 10006 60 | 14580 00 | 115286 43 | 111514 25 |
| Grammar School Lands..... | 69004 | 5729 | 11403 93 | 8527 79 | 30490 66 | 22050 74 |
| | 533327½ | 657661 1-10 | 524578 45 | 708401 72 | 845156 12 | 808649 89 |

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

APPENDIX No. 7.

STATEMENT of the Receipts by the Department of the Crown Lands, for the year 1861, which are considered as Revenue.

| | \$ cts. | \$ cts. |
|----------------------------------|-----------|-----------|
| Crown Lands, Upper Canada..... | 276551 10 | |
| Crown Lands, Lower Canada..... | 73337 56 | |
| Timber Commission..... | 222 87 | 350088 66 |
| Charges on Settlers' Timber..... | 176 96 | |
| Surveyors' Fee Fund, East..... | 292 28 | |
| Surveyors' Fee Fund, West..... | 340 52 | |
| Patent Fees, Lower Canada..... | 319 69 | |
| Location Fees, Lower Canada..... | 8 00 | |
| Location Fees, Upper Canada..... | 215 00 | |
| Gain on Scrip..... | 14755 73 | |
| Casual Fees, Lower Canada..... | 7 50 | |
| Casual Fees, Upper Canada..... | 1242 10 | |
| Woods and Forests..... | 224020 51 | 17580 65 |
| Ottawa Slides..... | 40970 89 | |
| St. Maurice Slides..... | 1720 83 | |
| Crown Domain..... | 6105 66 | 266712 23 |
| Seignioriy of Lauzon..... | 11497 95 | |
| | | 17603 61 |
| Total..... | | 651985 15 |

ANDREW RUSSELL,
Assistant Commissoner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

APPENDIX No. 8.

STATEMENT of Disbursements by Department of Crown Lands, for the year 1861, on account of Expenses of Management.

| | \$ cts. | \$ cts. |
|---|-----------|-----------|
| Fisheries, Lower Canada | 5540 71 | |
| Fisheries, Upper Canada..... | 2729 41 | |
| Fishery Bounties..... | 10081 00 | |
| Ottawa and Opeongo Road..... | 1460 00 | |
| Hastings Road..... | 1460 00 | |
| Bobcaygeon Road..... | 1460 00 | |
| Muskoka Road | 1460 00 | |
| Addington Road..... | 1460 00 | |
| Frontenac Road | 1460 00 | |
| Elgin and Taché Road..... | 1460 00 | |
| Matapedia Road..... | 356 00 | |
| Burleigh Road..... | 316 00 | |
| Wm. Farewell | 129 59 | |
| A. N. McLean, Clergy Rent Agent..... | 1427 02 | |
| Postage of Agencies, East | 93 10 | |
| Postage of Agencies, West..... | 1776 29 | |
| Commission Agents, East | 3958 19 | |
| Commission Agents, West | 16844 60 | |
| Board of Examiners, Land Surveyors, Lower Canada..... | 550 00 | |
| Board of Examiners, Land Surveyors, Upper Canada..... | 395 00 | |
| Crown Advertising, Lower Canada | 5571 88 | |
| Crown Advertising, Upper Canada..... | 5248 59 | |
| Inspection of Agencies, Lower Canada..... | 3514 80 | |
| Inspection of Agencies, Upper Canada..... | 2976 90 | |
| Crown Inspections, Lower Canada..... | 307 00 | |
| Crown Inspections, Upper Canada..... | 2517 37 | |
| Crown Surveys, Lower Canada | 41969 66 | |
| Crown Surveys, Upper Canada | 75444 60 | |
| General Disbursements..... | 20612 06 | |
| Boundary Account, Upper and Lower Canada..... | 1586 40 | |
| Huron Land Claims..... | 686 00 | |
| Bruce Land Claims..... | 792 00 | |
| Advance on Salaries | 705 89 | |
| Colonization Surveys, Lower Canada..... | 1924 63 | |
| | 218780 69 | |
| Deduct Commission on School and Clergy Services..... | 91626 03 | |
| | | 127154 66 |
| | | 127154 66 |

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

APPENDIX No. 9.

STATEMENT—Department of Crown Lands, amount of Collections for 1861.

| | \$ | cts. | |
|--|--------|------|------------|
| Crown Lands, Upper Canada | 276160 | 10 | |
| Crown Lands, Lower Canada | 73607 | 64 | |
| Clergy Lands, Upper Canada | 298049 | 24 | |
| Clergy Lands, Lower Canada | 26983 | 52 | |
| Grammar School Lands | 21510 | 74 | |
| Common School Lands..... | 111514 | 25 | |
| | | | 807825 49 |
| Crown Domain | 8117 | 97 | |
| Seigniorv of Lauzon..... | 12579 | 97 | |
| Jesuits' Estates | 18619 | 50 | |
| | | | 39317 44 |
| Woods and Forests..... | 257619 | 03 | |
| St. Maurice Slides..... | 2318 | 87 | |
| Ottawa Slides | 41970 | 89 | |
| | | | 301908 79 |
| Location Fees, Lower Canada..... | 5 | 00 | |
| Location Fees, Upper Canada..... | 215 | 00 | |
| Casual Fees, Lower Canada..... | 7 | 50 | |
| Casual Fees, Upper Canada..... | 1242 | 10 | |
| Patent Fees, Lower Canada..... | 319 | 69 | |
| Surveyors' Fee Fund, Lower Canada..... | 292 | 28 | |
| Surveyors' Fee Fund, Upper Canada..... | 340 | 52 | |
| Fisheries, Upper Canada | 3600 | 65 | |
| Fisheries, Lower Canada | 3771 | 20 | |
| Ordinance Lands..... | 23938 | 37 | |
| Huron Land Claims..... | 869 | 12 | |
| Bruce Land Claims..... | 75 | 00 | |
| Indian Timber and Licenses | 1180 | 71 | |
| Charges on Settlers' Timber | 176 | 96 | |
| | | | 36034 10 |
| Total..... | | | 1185085 82 |

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

APPENDIX No. 10.
RETURN of Receipts and Disbursements on Account of Clergy Reserves, Upper Canada, for 1861.

| Year. | Acres. | RECEIPTS. | | | | | | PAYMENTS. | | | | | | | | | | |
|-------|--------|------------|-------------|-----------|-------------|-----------------------|------------------|------------|-----------|-------------|-----------------------|---------------------------|------------------|----------------|----------|--------|-------|-----------|
| | | Land Sold. | Principals. | Interest. | Inspection. | Rents on Leased Lots. | Clergy Licenses. | Principal. | Interest. | Inspection. | Rents on Leased Lots. | Rents on Lots not Leased. | Clergy Licenses. | Disbursements. | | | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | | | |
| 1861. | 74,306 | 181,674 37 | 2,127 3 | 83,754 15 | 708 75 | 439 12 | 9,630 43 | 431 12 | 108 00 | 108 00 | 168,706 46 | 60,322 80 | 613 00 | 309 30 | 7,593 58 | 286 50 | 70 40 | 60,099 20 |

WILLIAM FORD, *Accountant and Cashier.*
DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 11.
RETURN of Receipts and Disbursements on account of Clergy Reserves, Lower Canada, 1861.

| Date. | Acres. | RECEIPTS. | | | | PAYMENTS. | | | | | | | |
|-------|--------|------------|-------------|-----------|---------|-------------|--------------------|----------|-------------|--------------------|----------------|---------|---------|
| | | Land Sold. | Principals. | Interest. | Rent. | Inspection. | Quit Rent on Lots. | Rent. | Inspection. | Quit Rent on Lots. | Disbursements. | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 1861 | 41299 | 36511 78 | 23361 62 | 3052 45 | 135 06 | 260 75 | 60 00 | 18632 00 | 2441 07 | 108 05 | 213 00 | 48 00 | 3380 65 |

WILLIAM FORD, *Accountant & Cashier.*
DEPARTMENT OF CROWN LANDS,
ACCOUNTS BRANCH,
Quebec, 31st December, 1861.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 12.
RETURN of the number of Acres sold, and the amount received on sales of Common School Lands, under 12 Vic., cap. 200, for the year 1861.

| | | RECEIPTS. | | | | PAYMENTS. | | | | Disbursements. | | |
|-------|----------|--|------------------|-------------------|------------------|---------------|------------------|------------------|-----------------------|------------------|----------------------|---------------|
| Date. | Acres. | Price per Acre. | Principal. | Rent. | Interest. | Rent. | Principal. | Interest. | Commission Principal. | Commission Rent. | Commission Interest. | |
| 1861 | 4498 3-5 | \$ cts. 2 00 | \$ cts. 78974 80 | \$ cts. 53 00 | \$ cts. 32480 45 | \$ cts. 42 40 | \$ cts. 63102 22 | \$ cts. 25989 16 | \$ cts. 15742 98 | \$ cts. 10 60 | \$ cts. 6497 29 | \$ cts. 79 60 |
| | | Total number of acres sold to 31st December, 1860..... | | Sold in 1861..... | | 9834817-8 | | 44983-5 | | Total sold..... | | |
| | | Balance remaining unsold | | 98798319-40 | | 1201621-40 | | | | | | |

WILLIAM FORD, Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1861.

ANDREW RUSSELL,
 Assistant Commissioner.

APPENDIX No. 13.

RETURN of the number of Acres sold and the amount received on Sales of Grammar School Lands, for the year ending 31st December, 1861.

| | | RECEIPTS. | | | | PAYMENTS. | | | | Disbursements. | | | |
|-------|--------|--|----------------|-------------------|------------------|---------------|------------------|--------------|----------------|----------------------|-----------------------|------------------------|--------------------|
| Date. | Acres. | Price per Acre. | Principal. | Rent. | Interest. | Rent. | Principal. | Inspection. | Timber Duties. | Commission Interest. | Commission Principal. | Commission Inspection. | Commission Duties. |
| 1861 | 5720 | \$ cts. 2 00 | \$ cts. 836 04 | \$ cts. 5686 00 | \$ cts. 15379 00 | \$ cts. 12 60 | \$ cts. 12341 60 | \$ cts. 9 60 | \$ cts. 109 63 | \$ cts. 107 20 | \$ cts. 1137 20 | \$ cts. 2 40 | \$ cts. 27 42 |
| | | Total number of acres sold to 31st December, 1860..... | | Sold in 1861..... | | 9834817-8 | | 44983-5 | | Total sold..... | | 98798319-40 | |
| | | Balance remaining unsold | | 1201621-40 | | | | | | | | | |

WILLIAM FORD, Accountant and Cashier.
 DEPARTMENT OF CROWN LANDS,
 Quebec, 31st December, 1861.

ANDREW RUSSELL,
 Assistant Commissioner.

No. 14.

RECEIPTS AND EXPENSES ON ACCOUNT OF JESUITS' ESTATES.

Receipts, \$18,619 50; Expenses, \$3,601 11; Net Receipts, \$15,018 39.

No. 15.

RECEIPTS AND EXPENSES, SEIGNIORY OF LAUZON.

Receipts, \$12,569 97; Disbursements, \$1,072 02; Net Receipts, \$11,497 95.

No. 16.

RECEIPTS AND EXPENSES ON ACCOUNT OF THE CROWN DOMAIN.

Receipts, \$8,117 97; Disbursements, \$2,012 31; Net Receipts, \$6,105 66.

No. 17.

RECEIPTS AND EXPENSES ON ACCOUNT OF ORDNANCE LANDS.

Receipts for the year, \$23,101 58; Disbursements, \$8,878 64; Net Receipts, \$14,221 92.

APPENDIX No. 18.

LOWER CANADA.—Return of Surveys for the year ending 31st December, 1861.

| No. | Surveyor. | SURVEYS. | Cost of Survey. | No. of Acres Surveyed. | Outlines Miles. | Colonization Roads. | County. | Remarks. |
|-----|-----------------------|---|-----------------|------------------------|-----------------|---------------------|--------------------|---|
| 1 | D. Sinclair..... | Township of Aberford..... | \$ etc. | 32650 | 46 | Miles. | Pontiac..... | Chiefly along the River du Moine. |
| 2 | John Robertson..... | do Pontefract..... | 2430 78 | 50496 | 40 | | do | Chiefly along the River Contong. |
| 3 | C. J. Bouchette..... | do Baskatong..... | 4391 42 | 31536 | 11 | | Ottawa..... | On the Gatineau & round Lake Baskatong. |
| 4 | P. J. V. Regnaud..... | do Doncaster..... | 1367 30 | 21086 | | | Montcalm..... | The north west quarter. |
| 5 | Alex. Wallace..... | do Paletto and Tursoffe..... | 2:35 37 | 41012 | 60 | | Portneuf..... | On the St. Maurice and Rat rivers. |
| 6 | A. J. Duchesnay..... | do Spalding..... | 3202 50 | 51151 | 32 | | Beauce..... | Front ranges on the Chaudiere. |
| 7 | E. Casgrain..... | do Tasquam..... | 5720 26 | 25523 | 31 | | Beauce..... | On the Daquin and River St. Johns. |
| 8 | J. N. Duval..... | do Patton and Road Lots in Bourlago..... | 691 79 | 23490 | | | Montmagny..... | In rear of Taché road. |
| 9 | Frs. Teju..... | do Roloite and Paquet..... | 2222 31 | 17051 | 22 | | do | Residues of those Townships. |
| 10 | C. A. Verrault..... | do Garneau and Casgrain..... | 1673 59 | 39636 | 8 | | L'Islet..... | |
| 11 | A. B. Fournier..... | do Lafontaine..... | 1196 06 | 29221 | | | do | T. W. ships on the Elgin load. |
| 12 | D. S. Ballantyne..... | do Lots on the Arago Road in Lessard, Beaudica and Abago..... | 265 28 | 12903 | | | do | |
| 13 | G. A. Doucet..... | Township of Armand..... | 1747 58 | 26557 | 30 | | Temple-couche..... | New Temiscouata road. |
| 14 | F. H. Legendre..... | do Mann..... | 1399 77 | 22618 | 11 | | Bonaventure..... | |
| 15 | Wm. McDonald..... | do Nouvelle..... | 612 20 | 4431 | | | do | Residue. |
| 16 | do | do New Richmond..... | 637 65 | 27337 | | | do | Front ranges river St. Lawrence. |
| 17 | C. F. Roy..... | do Tourle..... | 2528 44 | 18523 | 31 | | Gaspé..... | |

| | | | | | | | | |
|----|----------------------|---|----------|--------|-----|-----|----------------------------------|--|
| 18 | Ant. Painchaud..... | Township of Cap Rosier (Lot A)..... | 30 60 | 327 | | | Gaspé..... | |
| 19 | John Robertson..... | Onslow and Litchfield Road line, exploration of..... | 32430 99 | 480283 | 325 | | | |
| 20 | A. J. Duchesnay..... | Aylmer and Gayhurst do..... | 512 64 | | | 61 | Pontiac..... | |
| 21 | Wm. Henderson..... | Fitchin Road, Central Section, do..... | 489 61 | | | 11 | Beauce..... | |
| 22 | F. W. Blacklock..... | Exploration from La Tuque on the St. Maurice to Lake St. John..... | 425 59 | | | 13 | Dorchester and Chertouville..... | |
| 23 | do | Port Daniel to Gaspé Basin Road line, exploration of..... | 2174 81 | | | 75 | contini..... | |
| 24 | James McArthur..... | Litchfield, Clarendon and Thorne, verification of part of outlines..... | 1311 31 | | | 22 | Gaspé..... | |
| 25 | John Biguon..... | Shenley and Tring, verification of part of outlines..... | 466 73 | | 10 | | Pontiac..... | |
| 26 | T. A. Bradley..... | Township of Matane, verification of 6 ranges..... | 379 72 | 29501 | 20 | | Beauce..... | |
| 27 | E. Grendin..... | Seigniorie do do front of..... | 139 41 | | 20 | | Limouski..... | |
| 28 | James Dignan..... | do Les Isles St. Pierre..... | 168 31 | | 13 | | do | |
| 29 | E. T. Fletcher..... | Boundary Line between Upper and Lower Canada..... | 44 00 | | | | | Back from the River St. Lawrence. |
| | | | 4641 40 | | | | | In regard to the S. W. outline of the Township of St. Denis. |
| | | | 43815 01 | | | 182 | | Pursuant to Act 23rd Vic. chap. 21. |

480283 acres subdivided into farm lots at 63 cents per acre. Connected with the subdivision of the above, there now runs 22.5 miles of Outlines, which, calculated at \$25 per mile, reduces the cost of subdivision to 5 cents per acre. 182 miles of Colonization Roads explored, at \$27 per mile.

JOSEPH BOUCHETTE,
Deputy Surveyor General.

DEPARTMENT CROWN LANDS,
SURVEYING BRANCH EAST,
Quebec, 31st December, 1861.

ANDREW RUSSELL,
Assistant Commissioner.

NOTE.—The above stated quantities and amounts exhibit the Surveys completed and paid up to date, apart from the Surveys in progress, on most of which advances have been made.

APPENDIX No. 19.

UPPER CANADA.—Statement of Surveys for the year ending 31st December, 1861.

| No. | Surveyors. | Surveys. | Cost of Survey. | Number of Acres Surveyed. | Number of Miles. | Remarks. |
|-----|------------------|--|------------------|---------------------------|------------------|--|
| 1 | J. W. Fitzgerald | Anstruther | \$ cts. | 73660 | | |
| 2 | H. O. Wood | Alico (Residue) | 5220 54 | | | |
| 3 | E. H. Kerland | Banger, Radcliffe and Wicklow, (Residue) | 796 10 | | | |
| 4 | H. A. F. Macleod | Cashol | 5241 95 | | | |
| 5 | C. Brady | Hindon | 3897 98 | | | |
| 6 | A. B. Perry | Kaladar, (Re-Survey) | 2945 21 | | | |
| 7 | J. S. Harpor | Miller | 3336 24 | | | |
| 8 | Edward Miles | Macdonald and Outlines, (Huron Territory) | 3814 40 | | | |
| 9 | T. F. Gibbs | Olden, (Re-Survey) | 2312 31 | | 12 | |
| 10 | J. A. Snow | Palmerston, (Re-Survey) | 2309 71 | | | |
| 11 | S. R. Prince | Prince and Parks, (Huron Territory) | 4206 52 | | | |
| 12 | Robert Gilmour | Patton, (part of); Thompson and Outlines, (Huron Territory) | 2746 07 | | | |
| 13 | J. S. Dennis | Rams, (Residue) | 2036 99 | | 21 | |
| 14 | G. A. Stewart | Somersville, (cons. A. and B., Mill sites, and Traversa of part of Gull River) | 1561 00 | | | |
| 15 | J. W. Burke | Fenwick, Kars, and parts of Dennis and Pennefather Town Plot of Aupaquash | 780 48 831 24 | | 5 | Indian Reserves, surveyed for the Indian Department. |
| | | Residue of Dennis and Pennefather | 5882 55 | 5092 | | |
| | | Exploration of Gouliat River | | | 112 | |
| 16 | Robt. T. Burns | Town Plot of Brunswick | 1374 71 | | | |
| 17 | C. Brady | Hobaygeon and Nipissing Road Line | 566 47 | | 96 | |
| 18 | J. S. Dennis | Muskoka Road and Parry Sound Exploration | 5677 43 | | | |
| 19 | J. W. Fitzgerald | Burdleigh Road | 5096 291 | | 39 | |
| 20 | A. P. Salter | do | 4955 11 | | 124 | |
| 21 | J. S. Dennis | Boundary between Chaudes and Gardiff | 580 65 | | 56 | |
| 22 | J. S. Dennis | Superintending Surveys, &c., at Lake Huron, to 1st May, 1861 | | | 8 | |
| 23 | Henry Creswick | Less included in Return for 1860 | 2219 61 | | | |
| 24 | William Gibbard | Adjusting Survey of 1856, Ordnance Lands in Ottawa | 176 47 1/2 | | | |
| 25 | | Inspecting Surveys in Huron and Ottawa Territory | 297 23 | | | |
| | | Examining proposed line for road from Summit Station to Durham Road | 29 00 | | | |
| | | Examining Mining Locations, Lakes Huron and Superior | 522 52 | | | |
| | | Time and Expenses to and from Quebec, in connection with do. | 139 10 | | | |
| | | | \$70079 74 | 668309 | 380 | |

| | | | | | | |
|----|----------------------|---|------------|--------|-----|--|
| 26 | John Emerson | Gore lots in the town of Belleville | 50 00 | | | |
| 27 | Henry Creswick | Lots in 7th, 8th, and 9th Concessions of Les Lacs | 59 50 | | | |
| 28 | John McNaughton | Lot 21 in 1st Concession of Emerald | 59 00 | | | |
| 29 | C. J. Wheelock | Gore lot 20, in 13th Concession of Garafrava | 26 00 | | | |
| 30 | J. Booth, (the late) | Lots adjoining the Easterly Boundary of Kitley | 118 61 | | | |
| 31 | Wm. Campbell | Lot 18, Concession B, Montague | 31 00 | | | |
| 32 | J. B. Dennis | Lots E and F, 2 Concession, Oro | 71 60 | | | |
| | | | \$70079 74 | 668309 | 380 | |

NOTE.—As this is the total amount of the account for Surveys completed and audited during the year, on which advances were previously made, it does not correspond with the Accountant's returns of monies paid for Surveys, which includes advances on Surveys in progress. The above statement likewise includes the Survey of Indian Reserves at Lake Superior, paid for by the Indian Department.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

THOMAS DEVINE,
HEAD OF SURVEYS, U. C.

APPENDIX

WOODS AND FORESTS.—GENERAL STATEMENT of Timber, &c., and

QUANTITIES AND DESCRIPTION OF TIM

| Names of Agents. | Area under License. Square Miles. | Saw Logs. | | | White Pine. | | Red Pine. | | Oak. | |
|------------------|--------------------------------------|-----------------|---------------|------------|---------------|-----------------|--------------|----------------|-------------|---------------|
| | | W. Pine | Spruce | Other. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. |
| A. J. Russell | 13280 | 497022 | | | 155897 | 10437267 | 60831 | 2543335 | 15 | 402 |
| Joseph F. Way | 1613 | 253650 | | | 23544 | 1839094 | 2448 | 106116 | 228 | 10493 |
| Charles E. Belle | 2671 | 2743293 | 54 | | 8625 | 458003 | 54 | 2059 | 95 | 2353 |
| A. Dubord | 3022 | 81271 | 509872 | | 17920 | 977394 | 1829 | 68103 | | |
| A. W. Powell | 493 | 24547 | | 516 | 6106 | 370369 | 1396 | 79936 | 1458 | 107294 |
| G. J. Nagle | 1270 | 36652 | 79373 | | 260 | 10400 | | | | |
| Geo. Duborger | 885 | 65838 | 79257 | R. T. 167 | | | | | | |
| Chas. Dawson | 2374 | 6696 | 802241 | | 1936 | 87451 | | | | |
| Chas. T. Dubé | 290 | 19370 | 91947 | | | | | | | |
| Jos. Verge | 157 | 511 | 9308 | | 1420 | 51541 | | | | |
| Total | 26263 | 12631863 | 398247 | 734 | 215921 | 14431520 | 66558 | 2805546 | 1796 | 120575 |

*Oak, Ash, Walnut, Hemlock, and Whitewash.

GENERAL STATEMENT

QUANTITIES AND DESCRIP

| Names of Agents. | Railway Ties and Sleepers. | Spruce and Cedar. | | Cedar Rails. | Beam Timber and Floats. | Oak, Knees, and Curves. | Cordwood. | | | |
|------------------|----------------------------|-------------------|--------------|--------------|-------------------------|-------------------------|-------------|-------------|--------------------|------|
| | | Pieces. | Feet. | | | | Cords Soft. | Cords Hard. | Lath. Wood, Cords. | |
| A. J. Russell | | | | | | | | | | |
| Joseph F. Way | | | | | | | | | 50 | |
| Charles E. Belle | | C. 236 | 7374 | 24754 | | | | | | |
| A. Dubord | | S. 1 | 42 | | | | | | | |
| A. W. Powell | R. T. 265 | | | | | | | | | |
| G. J. Nagle | R. S. 7705 | | | 8266 | | | | 400 | | 2514 |
| Geo. Duborger | | | | | | | | | | |
| Chas. Dawson | | | | 60 | | | | | | |
| Chas. T. Dubé | | | | | | | | | 25 | |
| Jos. N. Verge | | S. 119 | 4740 | | | | | | | |
| Total | 7970 | 356 | 12156 | 33020 | 304 | K. C. 2232 | 400 | 75 | 2514 | |

| | |
|--|---------------------|
| Total amount collected for Timber Dues and Ground Rent, 1861 | 25 5,511 99 |
| Total amount collected from Slides, 1861 | 43,991 72 |
| Total for 1861 | 299,803 71 |
| Total amount collected for Timber Dues and Ground Rent, 1860 | \$ 321,904 73 |
| Total amount collected from Slides, 1860 | 49,936 57 |
| Total for 1860 | \$371,841 60 |
| Decrease | \$72,037 89 |

NOTE—The amount accrued includes \$4,484 38 belonging to

P. M. PARTRIDGE, Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS, Quebec, 31st December, 1861.

No. 20a.

amounts accrued from Timber Dues and Ground Rent, during the year 1861.

BER, &c., AND AREA UNDER LICENSE.

| Elm. | Ash. | | Tamarac. | | Birch. | | Basswood. | | Hickory and Maple. | | Butternut and Walnut. | | | |
|------|--------|-------|----------|-------|--------|-------|-----------|-------|--------------------|-------|-----------------------|-------|------|-------|
| | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | | |
| 47 | 1446 | | 85 | 4312 | 69 | 2510 | 3 | 106 | 9 | 458 | M. 3 | 147 | B. 1 | 36 |
| 752 | 28276 | | 9 | 461 | 21 | 1220 | 2 | 85 | 59 | 1850 | | | B. 2 | 193 |
| 360 | 9534 | | 69 | 3399 | 245 | 6111 | 13 | 860 | 2 | 88 | M. 33 | 1008 | B. 8 | 368 |
| 1 | 48 | | | | 155 | 4407 | 2 | 36 | | | | | | |
| 468 | 25930 | | | | | | | | | | | | | |
| | | | | | 1266 | 21883 | 2037 | 31739 | | | | | | |
| | | | | | 142 | 5620 | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 1658 | 65234 | 163 | 8175 | 1908 | 41761 | 3348 | 64506 | 70 | 2396 | | 481 | 7093 | 508 | 14947 |

OF TIMBER, &c.—(Continued.)

TION OF TIMBER, &c.

AMOUNTS ACCRUED.

| Staves. | Shingles | Plank and Scantling. | Trespass and Fractions | | On Timber Dues. | On Ground Rent. | Total. | |
|---------|----------|---------------------------|------------------------|------------|-----------------|-----------------|--------------|-----------|
| | | | Trespass &c. | Fractions. | | | | |
| | | | \$ 426 14 | \$ 0 55 | \$ 150223 03 | \$ 18547 10 | \$ 168770 13 | |
| | 15080 | | 3205 21 | 0 11 | 41453 10 | 10274 38 | 51277 48 | |
| | 12201 | 614 | 208 30 | 0 39 | 27440 03 | 3857 91 | 31298 94 | |
| | | | 224 09 | 0 06 | 18119 99 | 3632 18 | 21152 17 | |
| 125618 | 349184 | Oak P. 676 Wn't S. 677 | 4633 74 | 0 71 | 17282 72 | 1965 47 | 19248 19 | |
| | | 51 | 412 76 | 0 06 | 7772 47 | 1070 38 | 8842 85 | |
| | | | 429 68 | | 8935 39 | 649 25 | 9584 64 | |
| | | | 162 50 | | 5405 79 | 4015 70 | 9421 49 | |
| | | | 259 26 | 0 25 | 5616 74 | 193 39 | 5810 13 | |
| | | | | | 1386 05 | 232 00 | 1618 05 | |
| 125618 | 377365 | 1154 | 1253 | 9961 68 | 2 13 | 28363 21 | 43837 76 | 327503 97 |

| | |
|---|----------------------|
| Total amount accrued from Timber Dues and Ground Rent, 1861 | \$ 227,503 97 |
| Total amount accrued from Slides, 1861 | 55,546 06 |
| Total for 1861 | \$ 383,050 03 |
| Total amount accrued from Timber Dues and Ground Rent, 1860 | \$327,649 35 |
| Total amount accrued from Slides, 1860 | 48,924 41 |
| Total for 1860 | \$376,573 74 |
| Increase | \$ 6,476 29 |

other services, viz., Clergy, School, Indian and Jesuits' Estates.

ANDREW RUSSELL,
Assistant Commissioner

APPENDIX No. 203.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year 1861.

| | S | cts. | S | cts. |
|---|--------|------|--------|------|
| Amount of Upper Ottawa Territory Collections, by A. J. Russell..... | 60560 | 75 | | |
| do do per McLean Stewart..... | 114324 | 63 | 174825 | 58 |
| Amount of Ontario Territory Collections, by Joseph F. Way..... | 12974 | 94 | | |
| do do per McLean Stewart..... | 7462 | 18 | 20377 | 12 |
| Amount of Lower Ottawa Territory Collections, by Charles E. Belle..... | 7668 | 25 | | |
| do do per McLean Stewart..... | 2534 | 18 | 10502 | 51 |
| Amount of St. Maurice Territory Collections, by A. Dubord..... | 10358 | 47 | | |
| do do per McLean Stewart..... | 2937 | 05 | 13295 | 52 |
| Amount of Huron and Superior, and Peninsula of Canada West Territories Collections, by A. W. Powell..... | 5732 | 00 | | |
| do do per McLean Stewart..... | 4132 | 63 | 9664 | 63 |
| Amount of St. Francis Territory Collections, by G. J. Nagle..... | 6920 | 65 | | |
| do do per McLean Stewart..... | 452 | 75 | 7373 | 40 |
| Amount of Saguenay Territory Collections, by Geo. Duberger..... | | | 4008 | 16 |
| Amount of Chaudiere and Madawaska Territory Collections, by C. Dawson..... | | | 12337 | 08 |
| Amount of Lower St. Lawrence Territory Collections, by C. T. Dubé..... | | | 1695 | 91 |
| Amount of Lake des Chaleurs Territory Collections, by J. N. Verge..... | | | 1532 | 03 |
| Total Ground Rent and Timber Dues..... | | | 255611 | 99 |
| <i>Amounts Collected from Slides, 1861.</i> | | | | |
| Amount from Ottawa Slides..... | 41970 | 89 | | |
| Amount from St. Maurice Slides..... | 2020 | 63 | 43991 | 72 |
| Total Collections..... | | | 299803 | 71 |

NOTE.—In addition to the above, the sum of \$3292.37 was collected for other services, viz.: Clergy School, Indian and Jesuits' Estates.

P. M. PARTRIDGE,

Supt. Woods and Forests

DEPARTMENT OF CROWN LANDS,

Woods and Forests,

Quebec, 31st December, 1861.

ANDREW RUSSELL,

Assistant Commissioner.

APPENDIX No. 20c.

WOODS AND FORESTS.

Dr. STATEMENT of Account of Supervisor of Cutlers, Quebec, for year ending 31st December, 1861. Cr.

| 1861. | \$ cts. | 1861. Dec. 31. | By | \$ cts. |
|--|-----------|-------------------|--|-----------|
| To Balance Jan. 1..... | 676 97 | | Amount deposited in Bank of Upper Canada during the year ending at date, to credit of Department of Crown Lands..... | 67201 18 |
| To Gross Receipts for Measuring, Cutting, &c., during the year ending at date..... | 67829 13 | | By Amount paid Cutlers..... | 60855 45 |
| Less—Outstanding on the year's transactions..... | 952 38 | | By Amount paid for Cartages..... | 1799 37 |
| To amount received from previous transactions..... | | | By Amount paid Deputy Supervisor, Montreal, to meet expenses of Office..... | 3142 72 |
| To Amount received for Cut-the-hire in connection with Surveys..... | | | By Amount paid John Penny for specimens of wood..... | 1424 60 |
| To Amount received from Deputy Supervisor at Montreal..... | | | By Balance..... | 181 60 |
| To Amount received for Cutler's Livenses..... | | | | 2994 72 |
| To Amount received from Department of Crown Lands..... | 69013 74 | | | |
| To Amount received from Fairmanstone, Allan & Co., for specimens of wood..... | 107 85 | | | |
| | 137599 74 | | | |
| Dec. 31.. To Balance..... | 2994 72 | | | 137599 74 |

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS,
Quebec, 31st December, 1861.

APPENDIX No. 20d.

WOODS and FORESTS.—STATEMENT of Lumber measured, culled and counted at the Port of Quebec, through the Office of the Supervisor of Callers, during the Season of 1861.

| Description of Lumber. | Measur.d off. | | Total : etc. | Office Amount. | Callers' Amount. | Total Amount. |
|-------------------------|---------------|--------------|--------------|----------------|------------------|---------------|
| | Pieces. | Tons. | | | | |
| Square Timber..... | 266649 | 392734 4/40 | | | | |
| Basswood..... | 429 | 407 1/00 | | | | |
| Butternut..... | 27 | 33 3/400 | | | | |
| | 257005 | 393171 39/00 | @ 4 7/12 | 5733 80 | 12286 72 | 18020 52 |
| Red Pine..... | 71197 | 76906 23/00 | | | | |
| Oak..... | 19914 | 34339 10/00 | | | | |
| Elm..... | 24021 | 24976 3/00 | | | | |
| Ash..... | 1622 | 2054 17/00 | | | | |
| Tamarac..... | 14023 | 8637 9/00 | | | | |
| Birch..... | 2468 | 1071 28/00 | | | | |
| Maple..... | 130 | 123 17/00 | | | | |
| Spruce..... | 2 | 1 27/00 | | | | |
| Walnut..... | 357 | 359 | | | | |
| Cherry..... | 30 | 30 20/00 | | | | |
| Hickory..... | 722 | 326 1/00 | | | | |
| White Wood..... | 17 | 27 5/00 | | | | |
| | 131503 | 148023 13/00 | @ 01 | 3063 82 | 6167 01 | 9251 46 |
| Red Pine, at Sorel..... | 1803 | 2129 8/00 | @ 01 | 41 36 | 88 72 | 133 08 |
| | 90322 | 163157 11/00 | | | | |
| White Pine (Wancy)..... | 33 | 48 37/00 | | | | |
| Oak..... | 7 | 18 25/00 | | | | |
| Tamarac..... | 171 | 166 11/00 | | | | |
| Walnut..... | 672 | 808 | | | | |
| Cherry..... | 46 | 43 20/00 | | | | |
| White Wood..... | 108 | 161 16/00 | | | | |
| Butternut..... | 3 | 6 15/00 | | | | |
| | 91362 | 164700 9/00 | @ 7 | 4117 51 | 7411 51 | 11529 02 |

| Description of Lumber. | Called. | | Counted off. | Brought forward | Less amount outstanding of present season..... | Amount |
|-------------------------|----------|-------------------------------------|--------------|-----------------|--|--|
| | Pieces. | Tons. | | | | |
| Oak..... | 1245 | 1814 7/00 | | | | |
| Elm..... | 994 | 1276 8/00 | | | | |
| Birch..... | 13567 | 5810 36/00 | | | | |
| Maple..... | 1 | 1 16/00 | | | | |
| | 15807 | 8902 27/00 | @ 112 | 222 57 | 834 62 | 1057 19 |
| White Pine..... | 370 | 529 16/00 | | | | |
| Red Pine..... | 4 | 6 2/00 | | | | |
| White Pine (Wancy)..... | 3304 | 6368 30/00 | | | | |
| | 3578 | 6901 8/00 | @ 8 23/24 | 115 07 | 503 43 | 618 50 |
| Oak..... | 10 | 16 3/00 | | | | |
| Elm..... | 56 | 66 | | | | |
| Birch..... | 42 | 50 6/00 | | | | |
| Maple..... | 195 | 200 6/00 | | | | |
| White Pine..... | 7 | 10 7/00 | | | | |
| | 310 | 310 | | | | |
| Oars..... | 2175 | per 100 pieces. | @ 90 | 2 13 | 17 40 | 19 58 |
| Staves, Standard..... | 1001957 | M. 1010, 2c. 3qrs. Apcs. per mille. | @ 2 90 | 404 11 | 2525 70 | 2929 51 |
| do West India..... | 2565872 | M. 2138, 2c. 1qr. 2pcs. do | @ 1 263 | 320 74 | 2387 69 | 2768 43 |
| do Barrel..... | 14242 | M. 11, 8c. 2qrs. 22pcs. do | @ 50 | 1 19 | 9 50 | 10 69 |
| Boards, Oak..... | 8101 | per 100 pieces. | @ 40 | 4 05 | 23 37 | 27 42 |
| Plank, Pine..... | 109406 | do | @ 40 | 54 71 | 382 92 | 437 63 |
| do Spruce..... | 107965 | do | @ 40 | 83 98 | 377 88 | 461 86 |
| Deals, Pine..... | 1594022 | 1923903 34/ Std. per Std. 100 | @ 563 | 1282 60 | 8619 52 | 10092 12 |
| do Spruce..... | 1281445 | 1250168 33/ Std. per cord. | @ 564 | 853 46 | 6260 92 | 7084 38 |
| Lathwood..... | 32544cfs | do | @ 331 | 162 73 | 922 11 | 1084 84 |
| Oars..... | 590 | per 100 pieces. | @ 231 | 60 30 | 1 68 | 1 38 |
| Boards, White Wood..... | 482 | do | @ 334 | 60 24 | 1 37 | 1 01 |
| do Walnut..... | 8122 | do | @ 334 | 4 06 | 23 02 | 27 08 |
| Plank, Pine..... | 81736 | do | @ 334 | 40 87 | 231 68 | 272 45 |
| do Spruce..... | 22867 | do | @ 334 | 11 43 | 63 79 | 76 22 |
| Deals, Pine..... | 686290 | \$13924 20/ Std. per Std. 100 | @ 113 | 421 96 | 162 02 | 584 58 |
| do Spruce..... | 35687 | 34519 45/ Std. do | @ 114 | 17 26 | 23 01 | 40 27 |
| | | Add for fractions..... | a | 7 56 | 4 44 | 12 00 |
| | | | | 16973 66 | 50855 45 | 67829 11 |
| | | | | | | \$87829 11 |
| | | | | | | 1903 93 |
| | | | | | | Less amount outstanding of present season..... |
| | | | | | | \$8793 04 |
| | | | | | | 68793 04 |

Total amount accrued during this year.....
 Amount outstanding last year, \$3651 54, of which has been collected this year.....
 Carried forward.....
 P. M. FAUBIDGE, Superintendent of Woods and Forests.
 DEPARTMENT OF CROWS LEASOR, Woods and Forests,
 Quebec, 31st December, 1861.

ANDREW RUSSELL, Assistant Commissioner.

APPENDIX No. 20g

WOODS and FORESTS.—An Abstract of the number of Pieces and Cubic Feet of each description of Timber measured and Culled, under the superintendance of the Superior of Cutlers at the Port of Quebec, during the Season of 1861; with the section of the Province where the same was produced.

| SECTION OF PROVINCE. | Waxy White Pine. | | Square White Pine. | | Red Pine. | | Oak. | | Elm. | | Ash. | | Basswood. | |
|---|------------------|---------|--------------------|----------|-----------|---------|---------|---------|---------|---------|---------|-------|-----------|-------|
| | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. |
| 1 Quebec and Montreal..... | 20428 | 121467 | 13271 | 681217 | 2027 | 165311 | 32 | 1273 | 43 | 1152 | 19 | 6.1 | ..... | ..... |
| 2 St. Lawrence from Montreal to head of Lake Ontario..... | 36702 | 2319737 | 23137 | 1631026 | 5146 | 260258 | 3776 | 211609 | 13841 | 262041 | 658 | 33069 | 198 | 9227 |
| 3 Grand River and Lake Erie..... | 1411 | 128831 | 3996 | 250187 | 2721 | 145104 | 16595 | 1196108 | 6197 | 305191 | 59 | 3133 | 3 | 164 |
| 4 Ottawa River, and tributaries below Ottawa City..... | 14568 | 879171 | 40340 | 2217042 | 1281 | 69256 | 573 | 31933 | 2545 | 93008 | 363 | 19320 | 16 | 899 |
| 5 Gatineau..... | 1129 | 91727 | 2475 | 133086 | 108 | 4225 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 Rideau..... | 931 | 52054 | 3053 | 192950 | 77 | 2931 | 3 | 281 | 1111 | 33902 | 217 | 9505 | 66 | 3768 |
| 7 Ottawa River and tributaries above Ottawa City..... | 2732 | 2083685 | 170831 | 10622226 | 59274 | 2167741 | 179 | 6175 | 1277 | 49972 | 299 | 14011 | 45 | 2117 |
| Grand Total..... | 93626 | 6793011 | 257019 | 15730540 | 71234 | 3046062 | 21166 | 1117682 | 25015 | 1018391 | 1622 | 82177 | 339 | 16281 |

An Abstract of the number of Pieces, &c.—(Continued.)

| SECTION OF PROVINCE. | Butternut. | | Tamarac. | | Birch. | | Maple. | | Spruce. | | Hickory. | | White Wood. | | Cherry. | | Walnut. | |
|---|------------|-------|----------|--------|---------|--------|---------|-------|---------|-------|----------|-------|-------------|-------|---------|-------|---------|-------|
| | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. |
| 1 Quebec and Montreal..... | ..... | ..... | 6663 | 151425 | 15781 | 267383 | 1 | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 St. Lawrence from Montreal to head of Lake Ontario..... | 12 | 694 | 1720 | 56117 | 30 | 2216 | 28 | 1011 | ..... | ..... | 160 | 4758 | 100 | 5897 | ..... | ..... | ..... | ..... |
| 3 Grand River and Lake Erie..... | 3 | 497 | 85 | 3136 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 Ottawa River, and tributaries below Ottawa City..... | 1 | 56 | 376 | 1900 | 161 | 4343 | 91 | 3627 | 1 | 42 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 Gatineau..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 Rideau..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 Ottawa River, and tributaries above Ottawa City..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand Total..... | 30 | 1659 | 14194 | 351740 | 16025 | 375304 | 131 | 4993 | 2 | 67 | 722 | 13054 | 125 | 7533 | 76 | 2960 | 1029 | 46680 |

OTTAWA RIVER, and its tributaries above Ottawa City, subdivided.

| | Waney White Pine. | | Square White Pine. | | Red Pine. | | Oak. | | Elm. | | Ash. | | Bass-wood. | | But-ter-nut. | | Tamarac. | | Birch. | |
|--|-------------------|---------|--------------------|----------|-----------|---------|--------|-------|--------|-------|--------|---------|------------|-------|--------------|-------|----------|-------|--------|-------|
| | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | Feet. |
| 1 Camp and Quio Rivers..... | 4165 | 354065 | 16043 | 1038940 | 3160 | 180319 | 6 | 280 | 225 | 9102 | 32 | 1588 | 2 | 70 | 56 | 1840 | | | | |
| 2 Duchéno and Chats Lakes..... | 893 | 78293 | 11685 | 1573 | 6177 | 781710 | 411 | 12823 | 230 | 10750 | 42 | 2019 | 1 | 36 | 488 | 15289 | | | | |
| 3 Mississippi River..... | 1169 | 123582 | 13682 | 922555 | 9986 | 438614 | 21 | 191 | 20 | 857 | 1 | 45 | 1 | 32 | 21 | 836 | | | | |
| 4 Madaraska..... | 3422 | 211934 | 11959 | 612319 | 848 | 33311 | 25 | 670 | 1 | 33 | | | | | | | | | | |
| 5 Bonnacière..... | 2979 | 181655 | 23049 | 116398 | 2304 | 91013 | 38 | 1613 | 611 | 26874 | 2 | 92 | | | 100 | 3043 | 1 | 56 | | |
| 6 Calumet Island, and Fort Coulonge River and Black River..... | 71 | 4738 | 5067 | 266162 | 563 | 18110 | 8 | 313 | 1 | 43 | | | | | | | | | | |
| 7 Westmeath, Les Allumettes and Lake Culbate..... | 229 | 16920 | 11877 | 692707 | 4838 | 192670 | | | 1 | 23 | 2 | 97 | | | | | | | | |
| 8 Indian, Maskrat and Snake Rivers..... | 3632 | 254160 | 27951 | 1790213 | 13920 | 536567 | | | 1 | 29 | | | | | | | | | | |
| 9 Petowawa river..... | 812 | 49721 | 3548 | 249983 | 856 | 29350 | | | | | | | | | | | | | | |
| 10 Chalk River..... | 1613 | 111170 | 10367 | 1025956 | 3607 | 141542 | 1 | 29 | | | | | | | | | | | | |
| 11 Deep River, Deux Jochims Rapids and upwards..... | | | | | | | | | | | | | | | | | | | | |
| 12 Total..... | 27324 | 2085685 | 170834 | 10622726 | 59274 | 2467741 | 179 | 6175 | 1277 | 49972 | 209 | 1401445 | 2147 | 136 | 713 | 22565 | 1 | 51 | | |

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS,
Quebec, 31st December, 1861.

APPENDIX No. 204

WOODS AND FORESTS.—An Abstract of the Number of Pieces of all Lumber [Square Timber excepted] Measured, Cutled and Counted off, under the superintendence of the Supervisor of Cutlers, during the season of 1861, with the section of the Province wherefrom.

| | | SECTION OF PROVINCE. | | | | | | | | | | | | | | | |
|---|-------------------------------------|----------------------|-------------|----------------------|----------|---------------|-------------|--------------------|-------------|------------------------|----------|------------|------|----------------|------|-------------|------|
| | | Spars. | | Masts and Bowsprits. | | Oars. | | Lathwood. | | Cords. | | | | | | | |
| | | Pieces. | Counted. | Pieces. | Counted. | Cutled. | Pieces. | Counted. | Cutled. | Pieces. | Counted. | | | | | | |
| 1 | Quebec and Montreal | 108 | | 106 | | 2175 | 490 | | | 3254½ | | | | | | | |
| 2 | St. Lawrence, from Montreal upwards | 91 | | 2 | | | | | | | | | | | | | |
| 3 | Ottawa and its tributaries | 202 | | 108 | | 2175 | 490 | | | 3254½ | | | | | | | |
| | | Total | | | | | | | | | | | | | | | |
| | | SECTION OF PROVINCE. | | | | | | | | | | | | | | | |
| | | Pine Deals. | | Planks and Boards. | | Spruce Deals. | | Planks and Boards. | | Pine and Spruce Deals. | | Oak Plank. | | Walnut Boards. | | White Wood. | |
| | | Standard. | | Cutled. | | Standard. | | Cutled. | | Counted off only. | | Cutled. | | Cutled. | | Cutled. | |
| | | Pieces. | Standard. | Cutled. | Cutled. | Pieces. | Standard. | Pieces. | Standard. | Counted off only. | Pes. | Pes. | Pes. | Pes. | Pes. | Pes. | Pes. |
| 1 | District below Quebec | 20419 | 21821 457 | 2 | 3580 | 1162 | 3580 | 1162 | | | | | | | | | |
| 2 | Quebec District | 214617 | 957193 237 | 19611 | 16847 | 10318 | 23280 | 22556 407 | | | | | | | | | |
| 3 | Quebec to Montreal | 795667 | 951712 187 | 68260 | 87538 | 11387 | 158876 | 198177 387 | | | | | | | | | |
| 4 | St. Lawrence, from Montreal upwards | 116097 | 138292 317 | 654 | | | | 8104 | | | | | | | 8122 | | 482 |
| 5 | Ottawa and its tributaries | 444222 | 561853 327 | 20876 | | | | 519461 319265 97 | | | | | | | | | |
| 6 | United States | | | | | | | 19773 | 38114 337 | | | | | | | | |
| | | Total | | | | | | | | | | | | | | | |
| | | 1591022 | 1923903 347 | 109406 | 51736 | 1291145 | 1250183 337 | 107065 | 22367721393 | 1878444 | 107 | 8104 | | | 8122 | | 482 |

APPENDIX 20h.—(Continued.)

| SECTION OF PROVINCE. | Standard Staves. | | | | | | West India Staves. | | | | | | Barrel Staves. | | |
|--|------------------|------|----|------|------|--|--------------------|----|------|------|--|----|----------------|------|------|
| | Pieces. | M. | C. | qrs. | pls. | | M. | C. | qrs. | pls. | | M. | C. | qrs. | pls. |
| | | | | | | | | | | | | | | | |
| 1 Quebec and Montreal..... | | | | | | | | | | | | | | | |
| 2 Montreal and Kingston..... | | | | | | | | | | | | | | | |
| 3 Kingston to head of Lake Ontario..... | 135685 | 137 | 4 | 2 | 28 | | 20 | 1 | 2 | 21 | | | | | |
| 4 Grand River and Lakes Erie, St. Clair and Huron, including River Thames..... | 866272 | 872 | 8 | | 0 | | 1079 | 6 | | 0 | | 71 | 8 | 2 | 22 |
| 5 Ottawa and its tributaries, including Rideau..... | | | | | | | | | | | | | | | |
| 6 United States..... | | | | | | | 143 | 1 | 3 | 29 | | | | | |
| Total..... | 1001957 | 1010 | 2 | 3 | 4 | | 2138 | 2 | 1 | 2 | | 11 | 8 | 2 | 22 |

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS,
Woods and Forests,
Quebec, 31st December, 1861.

APPENDIX No. 207.

WOODS AND FORESTS.—Statement of Timber Measured and Culled at Montreal, Machine and Sorel, through the Office of the Deputy Supervisor of Cullers, during the season of 1861, and section of Province where produced.

| SECTION OF PROVINCE. | WHITE PINE. | | ASHL. | | BASSWOOD. | | BIRCH. | | BUTTERNUT. | | CEDAR. | | ELM. | | HEMLOCK. | | MAPLE. | | | | | | | | | | |
|-------------------------------|-------------|--------|-----------|-------|-----------|-------|---------|-------|------------|--------|---------------|--------|-----------|-------|----------|-------|------------|--------|----|---|---|-------|-------|-----|---|----|----|
| | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | | | | | | | | | |
| 1 Lower Ottawa Territory..... | 17238 | 738233 | 391 | 13536 | 135 | 4855 | 19 | 472 | 4 | 135 | 4116 | 119891 | 1908 | 55776 | 37 | 1515 | 59 | 1015 | | | | | | | | | |
| 2 Upper Ottawa Territory..... | 122 | 8106 | | | | | | | | | | | 219 | 8102 | | | | | | | | | | | | | |
| 3 Belleville Agency..... | 17360 | 746639 | 391 | 13536 | 135 | 4855 | 19 | 472 | 4 | 135 | 4116 | 119891 | 2127 | 63878 | 37 | 1515 | 50 | 1645 | | | | | | | | | |
| | STAVES. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SECTION OF PROVINCE. | OAK. | | RED PINE. | | SPARS. | | SPRUCE. | | TAMARAC. | | MIXED TIMBER. | | Standard. | | Barrel. | | West India | | | | | | | | | | |
| | Pieces | Feet. | Pieces | Feet. | P. | Feet. | P. | Feet. | Pieces | Feet. | Pieces | Feet. | Pieces | M | C | Q | P | Pieces | M | C | Q | P | | | | | |
| 1 Lower Ottawa Territory | 418 | 12187 | 218 | 7332 | 47 | 2707 | 8 | 332 | 3278 | 108614 | 431 | 14070 | | | | | | | | | | | | | | | |
| 2 Upper Ottawa Territory | 152 | 12265 | 133 | 6281 | | | | | | | | | | 2755 | 2 | 218 | 2040 | 17 | 0 | 0 | 0 | 10470 | 8 | 7 | 1 | 20 | |
| 3 Belleville Agency..... | 600 | 24752 | 351 | 13613 | 47 | 2707 | 8 | 352 | 3278 | 108614 | 431 | 11070 | | 27905 | 28 | 0 | 4 | | | | | 14518 | 120 | 9 | 2 | 25 | |
| | | | | | | | | | | | | | | 30661 | 30 | 5 | 222 | 2040 | 17 | 0 | 0 | 0 | 15605 | 129 | 7 | 0 | 15 |

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS,
Woods and Forests,
Quebec, 31st December, 1861.

No. 21.

STATEMENT OF OFFICE WORK.

(Not printed.)

No. 22.

REPORT OF THE AGENT OF THE MATANE AND CAPE CHAT COLONIZATION ROAD.

RIMOUSKI, 18th January, 1862.

To the Honorable the Commissioner of Crown Lands :

SIR,—I have the honor to submit for your consideration, this my general report, which contains all the information which I consider it my duty to furnish, in order that you may be enabled to form a correct idea of the numerous advantages resulting from the system of Free Grants and from the opening of Colonization Roads by Government in this part of the Province.

Annexed will be found statements of the progress of colonization on the lands situated between Matane and Cape Chat, in the three districts crossed by the road between these two points, and on the Metis section of the Kempt Road. In order that you may be enabled to judge at a glance of the nature of this progress, I purpose analyzing it in the following manner, viz :—

The number of settlers established on the Matane and Cape Chat Road, on the 31st December last, was 67, all natives of Canada and agriculturalists, hailing principally from the surrounding parishes. We find among them, heads of families in easy circumstances, who have taken advantage of the Free Grant system on this road to establish their children there, as the paternal property was not sufficiently large for the settlement of the whole family, and they actually take such interest in the success of their children that in many cases they have gone to reside among them, in order to alleviate the toilsome labor of beginning the work of colonization and to facilitate their operations. The number of settlers in possession of lots, but not settled upon them, was 61 at the same date. Of this number, 4 are in possession of lots which cannot be granted as Free Grants, on account of their importance, as they contain water powers and fishing grounds. They will be sold according to the rules of the Department, at the ordinary price charged for Crown Lands, adding a price for the said water powers and fishing grounds, which will be established by valuation.

The population at the same date numbered 333 souls, all professing the Catholic religion. The number of buildings was 56 houses and 1 chapel; also two saw mills in course of construction. I may perhaps be permitted to draw your attention to that portion of the law which renders the immediate erection of a house obligatory upon the settler. I have found frequently this requirement very difficult to meet, on account of the danger of fire. The settler who is free from this requirement generally builds a hut, which serves him for the first few years, and only builds his house when the danger of fire has disappeared. Several located settlers have not yet built their houses, but, in the meantime, they reside with families already established there, thus becoming entitled to the exemption from building.

781 acres of land have been cleared and placed in a state of cultivation, also 705 acres have been slashed ("en abattis.") A tract of 476 acres has been sown this year, and the following has been the produce of the crops :—

| | | | | |
|-----------|-------|---------|-------------------------------|----------|
| Wheat, | 640 | minots, | valued at \$1.50 per minot... | \$960 00 |
| Rye, | 804 | " | " 1.00 " ... | 840 00 |
| Barley, | 2,499 | " | " 50 " ... | 1,249 50 |
| Peas, | 150 | " | " 1.20 " ... | 180 00 |
| Oats, | 504 | " | " 40 " ... | 201 60 |
| Potatoes, | 3,211 | " | " 30 " ... | 963 30 |

| | |
|---|---------|
| Turnips—50 minots valued at 30 cents per minot. | \$15.00 |
| Hay—675—100 bundles “ \$5.00 per 100 bdl. | 33.75 |

Total value of the Crop..... \$4,443 15

| | |
|--|----------|
| The manufacture of Maple Sugar, in the Spring of 1861, reached the figure of 4,225 lbs. @ 10c. per lb..... | \$422 50 |
| Codfish, caught by the settlers during the season, 667 barrels; | |
| 1st Salt, sold at \$2.00 per barrel..... | 1,334 00 |
| 116 barrels Fresh, sold at \$1.00 per barrel..... | 116 00 |

Cattle of different kinds belonging to the settlers—

| | |
|-----------------------------|------------|
| Horses..... | 27 |
| Milch Cows..... | 40 |
| Young Oxen and Heifers..... | 22 |
| Sheep..... | 159 |
| Pigs..... | 147 |
| | <u>395</u> |

Pounds of Wool, 250, with which were manufactured :

| | |
|-------------------|-----------|
| Fulled Cloth..... | 228 yards |
| Flannel..... | 98 do |

The crop this year among the settlers produced but little, in consequence of the general destruction of the grain sown, by the fire which originated in the slashed timber, (abattis) during the month of May. The quantities contained in the above statistical statement, are, with a few of the settlers, but the product of a second sowing; and with others, the small quantity saved from the fire. There is no doubt that the crop would have yielded abundantly, and would have been highly remunerative, had the settlers been spared from this misfortune, which befel them. Nevertheless, many of them hope to find in their crop sufficient grain to meet the requirements of the current year.

In addition to the industrial branches usually attended to in all new settlements, we must add the cod-fishery; this fish being plentiful all along this fine coast. You will have remarked, by the statement furnished above, that the settlers sold codfish of the value of \$1,450, equal to an average of \$21 for each settler. This is a valuable resource, as it is the result of work which is done during the season immediately following seed time, and before the harvest.

The average yield of grain and other produce from the clearings of this tract, has been something more than \$66 in value to each family, the yield of maple sugar about \$6, and the revenue derived from the increase of cattle, (according to my calculations) say \$25. The whole of this, added to the yield of the fisheries, will form an average revenue of \$119 per each family; of course, irregularly distributed among the settlers.

When we consider that out of this small revenue, they have nothing to pay for rent and firewood, that other small necessaries of life are occasionally earned by themselves by working in the neighboring parishes, and that the value of their labor is accumulating continually on their land, in the form of improvements upon an established inheritance, I think we can safely conclude, that colonization on such conditions, is assured of a successful future.

At the two extremes of the road, in the districts of Cherbourg and Rowieu, colonization has progressed in a greater degree than in the central districts of Dalibert.

This anomaly is easily accounted for. The two former districts are in the vicinity of the two old settlements of Matane and Cap Chat, where trade and manufactures have contributed largely to their progress, more particularly on account of their easy means of communication with Saw and Grist Mills. The district of Dalibert being in a more isolated position, does not possess these advantages; moreover, the bad condition of the

road has been one of the principle causes of this retardment. At the present moment the road is in good repair, activity is apparent in every direction, the clearings are becoming rapidly enlarged, and I have reason to hope that between this and the spring, I will be in a position to submit facts, which will prove that the progress of the settlement has been satisfactory. On every part of the road, the soil is of a quality which renders it fit for cultivation, and the climate is well adapted to the production of all kinds of grain.

The 61 persons who are in possession of lots, but who are non-residents, live in the parishes in the vicinity of Matane and Cape Chat. Several of these continue vigorously to increase the clearings commenced last year, and have expressed their intention to take up their residence there in the spring. Others, but happily a very small number, appear to preserve their claim upon them, merely for speculation. I am watching them closely, and have already informed them, that if they fail to conform to the spirit and conditions of the law, their lots will be resumed without further notice.

I am happy to be able to report that perfect harmony exists among the settlers established upon this road, and that, at the present moment, no single case of disputed land claim exists.

The settlements on the Metis section of the Kempt Road, have also progressed in a remarkable degree. These new settlements in the interior, however, are subject to a scourge from which the establishments on the sea shore are spared. The latter have the advantage of the sea breeze, while the former are subject to heavy frosts. The limited extent of the clearings, in the new forest settlements, prevents a free circulation of currents of air, thus, when the atmosphere is still; very frequently at certain seasons of the year, during the night, while the air is laden with moisture which arises from a soil not yet thoroughly drained, heavy frosts cause serious damage to the growing crops. This occurs in all settlements similarly situated, and on that account we find that the settlers give more of their attention to the cultivation of hay crop, for which there is a ready market in the neighbouring parishes.

I submit the following recapitulation of agricultural products, extracted from statement No. 4, herewith annexed, shewing the state of colonization on this latter road :

| | | |
|--|-----------|------------|
| The area of cleared Land is | - - - - - | 215 acres. |
| “ “ “ in a state of preparation | - - - - - | 90 “ |
| The number of acres cultivated in 1861 was | - - - - - | 192 “ |

Which produced a crop of:—

| | | | |
|--------------|-------------------------------------|-------|----------|
| Wheat...160 | minots, valued at \$1 50 | ..... | \$159 00 |
| Rye.....122 | “ “ 1 00 | ..... | 122 00 |
| Barley...570 | “ “ 0 50 | ..... | 285 00 |
| Peas 28 | “ “ 1 20 | ..... | 33 00 |
| Oats ... 254 | “ “ 0 40 | ..... | 101 60 |
| Potatoes.590 | “ “ 0 30 | ..... | 177 00 |
| Turnips.115 | “ “ 0 30 | ..... | 34 50 |
| Hay...8,100 | bundles “ 5 00 per 100 bundles..... | | 405 00 |

Total value of Crop..... \$1,317 70

Cattle belonging to the Settlers:—

| | |
|-----------------------------|------------|
| Horses..... | 10 |
| Milch Cows..... | 10 |
| Young Oxen and Heifers..... | 19 |
| Sheep..... | 39 |
| Pigs..... | 21 |
| | <u>99.</u> |

Wool, 73 lbs., with which were manufactured:—

| | |
|-------------------|-----------|
| Fulled Cloth..... | 68 yards. |
| Flannel..... | 24 “ |

| | |
|---|----|
| Settlers established 31st December, 1861..... | 14 |
| “ in possession of lots “ | 12 |
| Total population..... | 26 |
| Number of Houses..... | 6 |

This settlement is older than the former one; thus we find, that in spite of the frosts, and the absence of fisheries, the average of the general result is greater than in the more modern settlement. Before closing the present report, it is proper that I should draw your attention to the want of a proper system of roads, suited to the requirements of these small isolated settlements which are scattered through the forest. This want is a great obstacle in the way of successful colonization. The maintenance of roads is here very difficult, even in the midst of the settled districts. I cannot, therefore, too strongly recommend the adoption of some efficacious system of roads, which would be in conformity to the wants of the settlers.

I must draw your attention to the applications for grants, made by settlers who wish to establish themselves on the new Matapédia Road, where a few squatters have located themselves, although the division lines are not yet surveyed. I have been prevented from giving my undivided attention to the new settlements, owing to the mission which you did me the honor to entrust me with, viz :—the exploration and location of that new portion of the Taché Road from the district of Pohénégamok in the rear of Kamouraska, to the Matapédia Road. I have kept your Department informed of the nature and progress of three months' operations on that part of the road already traced, whereby I have laid out nearly 70 miles of new road through the forest, and through a fine practicable country.

The whole humbly submitted.

(Signed,)

J. B. LEPAGE,

Agent.

APPENDIX No. 29.

SCHEDULE of Ordnance Lands transferred to the Province under Statute 19 Vic. cap. 45; their present state and condition, Dec. 31, 1861.

| Reports. | Locality. | Acreage. | | Rents 1860 as per Rent Roll | | Rents '01, actually coll'd. | |
|-----------------------|---|----------|-------|-----------------------------|---------|-----------------------------|---------|
| | | A. | R. P. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July 15, 1858, par 1. | Temiscouata | 11 | 2 13 | 1 20 | | | |
| July 15, 1858, par 2. | Three Rivers | 7 | 3 15 | | | | |
| July 15, 1858, par 2. | Fuel Yard, leased by the Ordnance for 21 years from January 1st, 1856 | 0 | 3 8 | 0 25 | | | |
| November 17, 1859. | Sorel | 500718 | 0 0 | | 1087 93 | | |
| March 5, 1857. | Sovereignty of, and islands, exclusive of lands required for purposes of defence. | 42 | 1 8 | | | | |
| March 11, 1857. | LaPrairie | | | | | | |
| Dec. 3, 1858, No. 1. | St. Johns | 128 | 1 33 | 382 88 | 316 60 | | |
| Dec. 3, 1858, No. 2. | | | | | | | |
| December 12, 1859. | | | | | | | |
| July 30, 1859. | | | | | | | |
| July 3, 1857. | Chateauguay | 5 | 1 0 | | | | |
| March 10, 1858. | | | | | | | |
| May 20, 1858. | | | | | | | |
| June 30, 1857. | | | | | | | |
| March 19, 1859. | | | | | | | |
| May 20, 1858. | Isle-aux-Noix | 150 | 0 0 | | | | |
| July 1, 1857. | South River | 135 | 2 5 | 9 73 | | | |
| March 6, 1857. | Chambly | 157 | 1 22 | 219 80 | 233 90 | | |
| March 10, 1858. | | | | | | | |
| July 4, 1857. | | | | | | | |
| May 20, 1858. | | | | | | | |
| November 11, 1858. | | | | | | | |
| November 7, 1859. | | | | | | | |
| July 5, 1858. | | | | | | | |
| November 30, 1859. | | | | | | | |
| November 11, 1858. | | | | | | | |

Temiscouata Block House and eleven acres of land, now in charge of Postmaster. Restored to the use of the military authorities.

Barracks in good order, well suited for a blind Asylum, as recommended in report, May 26, 1858. Front on Notre Dame Street and St. Lawrence, to be set off in lots. Great improvements made on river front by Grand Trunk Railway Contractors. Street enlarged at cost of Corporation. Occupied as a School by the School Commissioners of Three Rivers.

Surveys are in progress of the abutts or continuations, or unoccupied spaces in this Seignory, which, when conceded, will increase the revenue. The present amount income, lands retained for defence being deducted, may be placed at \$3000.

Officers' Quarters and Stone Hospital, which may be converted to the purposes of an Asylum for Idiots or incurable Maniacs.

Infantry Barracks for 800 men, brick, with tin roof, in very good order; 62 acres of land contiguous. Montreal and Champlain Railway Company occupy 43 acres, residue between fort and town, set off in building lots. Barracks and land destined for a Provincial Lunatic Asylum, at present occupied by the military authorities.

This establishment, occupied for a time as a Juvenile Reformatory, is now restored to the service of the military authorities.

The annual rental has been increased by letting on lease, many unnoticed lots and pieces. The old Cavalry Barracks, of wood and in disrepair, have been sold, realising the sum of \$2738 30, of which \$1,440 15 has been received, and the residue is in process of payment. The Stone Barracks still remaining are well suited to the object of a Deaf and Dumb Asylum for Lower Canada.

Block House and 5 acres of land. Reserved as a site for a public Monument in honor of the battle of Chateauguay. Order in Council.

| | | | | | | | |
|---------------------|-----------------------------------|----------------------|------|--------|--------|--|--|
| May 26, 1857. | Coteau-du-Lac (Cascade, Cedars) | 20 | 00 | | | | At the Coteau, five water powers which have been surveyed, but are still undisposed of—10 acres of land well adapted to village lots, ordered to be laid out. Order in Council Nov. 23, 1858. Unattended to thus far from want of time. |
| April 27, 1857. | | | | | | | |
| February 8, 1858. | | | | | | | |
| July 15, 1858. | | | | | | | |
| September 25, 1853. | | | | | | | |
| November 11, 1858. | | | | | | | |
| August 1, 1857. | Cornwall | 1 | 0 0 | | | | Cornwall ordered to be sold; Order in Council, Nov. 20, 1858. Disposed of, Oct. 25, 1860, for \$442. |
| November 11, 1858. | | | | | | | |
| May 19, 1858. | Grant's Islands (Brookville) | 0 | 2 32 | | | | Recommended to be sold to the Brockville and Pembroke Railway Company, now in occupation; price \$1,000. |
| July 16, 1858. | | | | | | | |
| November 11, 1858. | | | | | | | |
| February 16, 1858. | Fort Wellington (Prescott) | 87 | 1 6 | 272 50 | 803 53 | | A survey has been made of this reserve, under Order in Council, Nov. 20, 1858. The land subdivided into town lots, 88 of which were disposed of, Oct. 22, 1860. |
| Nov. 11, 1858. | | | | | | | |
| November 11, 1858. | Kingston | 276 | 0 0 | 592 15 | 80 80 | | Kingston is rapidly falling into arrear. The property is in the heart of the town, but unproductive. It is to be hoped that the value will improve, but at present it is difficult to form an estimate. |
| | Snake Island | 1 | 0 0 | | | | Unvisited. |
| | Horse Shoe Island | 110 | 0 0 | | | | Situated in Lake Ontario, a little above Kingston. The Ordnance Schedule represents this island to be held under license of occupation by the present occupants, to be surrendered, for military purposes, when required. |
| | Kingston Mills | 1000 | 0 0 | 104 70 | 106 90 | | Kingston Mill Reserve, in connection with water-power, valuable. Reported on at length, Jan. 15, 1859. Ordered to be reported on by Department of Public Works, with reference to extension of water-power. |
| May 12, 1859. | Cape Vesey (Prince Edward County) | 1260 | 0 0 | Nil | 202 93 | | This reservation, occupied chiefly by squatters, has been surveyed, and sales to the amount of \$3,529 18 were effected, May 1, 1860, with preference to actual settlers. |
| | Green Point (Bay of Quinte) | Quantities not given | Nil | Nil | | | It is doubtful if this point has not been otherwise disposed of. |
| November 9, 1858. | Toronto | 487 | 0 0 | 41 50 | 707 43 | | Toronto acreage taken from Ordnance Schedule. From this has to be deducted 50 acres, occupied by Lunatic Asylum, and granted to Corporation of Toronto of 50 acres more, and the land pertaining to and surrounding Old Fort and New Barracks. We have about 200 acres of most valuable land available whenever it may be desirable to dispose of. |
| November 11, 1858. | Reserve west of City | | | | | | |
| | Old Fort and new Bks. | | | | | | The Old Fort and New Barracks continue to be occupied by Her Majesty's Troops. |
| | Bathurst Barracks | 3 | 0 0 | | | | Bathurst Street Barracks in occupation of Her Majesty's Troops. |

At the Coteau, five water powers which have been surveyed, but are still undisposed of—10 acres of land well adapted to village lots, ordered to be laid out. Order in Council Nov. 23, 1858. Unattended to thus far from want of time.

Cornwall ordered to be sold; Order in Council, Nov. 20, 1858. Disposed of, Oct. 25, 1860, for \$442.

Recommended to be sold to the Brockville and Pembroke Railway Company, now in occupation; price \$1,000.

A survey has been made of this reserve, under Order in Council, Nov. 20, 1858. The land subdivided into town lots, 88 of which were disposed of, Oct. 22, 1860.

Kingston is rapidly falling into arrear. The property is in the heart of the town, but unproductive. It is to be hoped that the value will improve, but at present it is difficult to form an estimate.

Unvisited.

Situated in Lake Ontario, a little above Kingston. The Ordnance Schedule represents this island to be held under license of occupation by the present occupants, to be surrendered, for military purposes, when required.

Kingston Mill Reserve, in connection with water-power, valuable. Reported on at length, Jan. 15, 1859. Ordered to be reported on by Department of Public Works, with reference to extension of water-power.

This reservation, occupied chiefly by squatters, has been surveyed, and sales to the amount of \$3,529 18 were effected, May 1, 1860, with preference to actual settlers.

It is doubtful if this point has not been otherwise disposed of.

Toronto acreage taken from Ordnance Schedule. From this has to be deducted 50 acres, occupied by Lunatic Asylum, and granted to Corporation of Toronto of 50 acres more, and the land pertaining to and surrounding Old Fort and New Barracks. We have about 200 acres of most valuable land available whenever it may be desirable to dispose of.

The Old Fort and New Barracks continue to be occupied by Her Majesty's Troops.

Bathurst Street Barracks in occupation of Her Majesty's Troops.

APPENDIX No. 23.—(Continued.)

SCHEDULE of Ordnance Lands transferred to the Province under Statute 19 Vic., cap. 45; their present state and condition, Dec. 31, 1861.

| Reports. | Locality. | Acreage | | | Rents 1856 as per Rent Roll | Rents 1861, actually col. | | Remarks. |
|--|---|---------|----|----|-----------------------------|---------------------------|--|----------|
| | | A. | R. | P. | | \$ cts. | \$ cts. | |
| February 11, 1858. November 11, 1859. August 28, 1859. | Toronto. 19 & 20, Wellington Place, Commissariat Stores... | 1 | 0 | 0 | | | 19 and 20, Wellington Place, sold to Hon. H. H. Killaly. Commissariat Stores and Royal Engineers' office, taken possession of by Grand Trunk Railway Company. | |
| | Royal Engineers' office | 3 | 2 | 0 | | | An Engine-house erected thereon for Grand Trunk Railway Company. | |
| | Victoria Square..... | 6 | 0 | 0 | | | Victoria Square, at the disposal of the Government, though by Ordinance Schedule represented as applicable to the building of churches. | |
| February 11, 1858..... November 11, 1859. April 27, 1859. | Burlington Heights..... | 178 | 0 | 0 | Nil | 224 60 | About 35 acres, occupied by the Great Western Railway, for which, as yet, nothing has been paid. A small portion by Sir Allan McNab, Bart. Under Order in Council, Nov. 20, 1858, the whole property has been surveyed, and sales to the amount of \$4,420 were effected, Oct. 12, and Dec. 17, 1860. | |
| October 12, 1857..... November 11, 1858. April 27, 1859. | Short Hills Farm..... (Township of Pelham, County of Welland.) | 200 | 0 | 0 | 280 00 | 537 02 | Under Order in Council, has been surveyed and laid off in 25-acre lots. Sales to the amount of \$9,908.75 were effected, Oct. 1, 1860. | |
| February 25, 1857..... April 30, 1859. | Niagara. Reserve, ruins of Fort George..... | 374 | 0 | 0 | 129 35 | 279 36 | This fine property is still unoccupied. In the event of any future enlargement of the Welland Canal, embracing Niagara, this piece of land will be most valuable to the Government. The Barracks might be converted, with advantage, to the purpose of a public School or of a Marine Hospital for Canadian Seamen on the lakes. Recommended in report, Nov. 20, 1858. | |
| | Mississauga Reserve for- tification, Royal En- gineers' premises..... | 62 | 2 | 4 | Occupied by Troops. | | | |
| | Block of land, in Town lots, 79, 80, 89 & 90. Niagara Chain Reserve | 4 | 0 | 0 | | | The Chain Reserve extends along the bank of the Niagara River, from the town of Niagara to Fort Erie. The Province has accepted titles of a portion of it from the Ordnance, Oct. 1, 1852. It consists of a chain wide the whole distance. | |
| February 25, 1857..... January 10, 1857. November 11, 1858. April 27, 1859. | Queenston. Queenston Heights..... | 111 | 0 | 0 | 8 86 | 132 50 | The rents at Queenston have been improved by converting profitless squatters into hopeful lease-holders. About 30 acres of land on the Heights have been assumed by the Government, and leased to the Brock Monument Committee. Balance available. | |
| | Lyon's Creek..... | 3 | 1 | 0 | | | Ordered to be leased to present occupant, resumable at pleasure. Will be re-leased. | |

| | | | | | | | |
|---|--|-----|---|----|--------|--------|--|
| August 5, 1857..... | Chippawa..... | 19 | 3 | 29 | 34 00 | 45 00 | Barrack, store and fifteen acres of land, also island at the mouth of Chippawa Creek, containing 4 acres and 3 roots of land to be offered for sale. Order in Council, Nov. 20, 1858. No opportunity as yet offered. |
| August 5, 1857..... December 15, 1859. December 21, 1859. | Navy Island..... Fort Erie..... | 940 | 2 | 13 | 12 00 | 142 75 | Navy Island does not appear to have been vested in the Ordnance by the Ordnance Vesting Act. It may however be reserved for military purposes. Of this reserve, 130 acres have been appropriated to the Pensioners located thereon. The claims of divers claimants have been reported upon. The Buffalo and Brantford Railway Company hold acres, for which no compensation has been made. The residue should be set out in lots and offered for sale according to the state of the market. |
| January 23, 1857..... May 26, 1858. November 11, 1858. Aug. 12, 1859. November 17, 1859. | Port Maitland..... Turkey Point..... London..... | 426 | 0 | 0 | | 60 00 | No Military Reserve to be found at this point. The land has all been patented. Has not been visited for the same reason. It is not desirable to offer this property for sale under present circumstances: Artillery Barracks occupied by the Volunteer Artillery. The remaining Barracks and buildings should be converted to the purpose of a Deaf and Dumb and Blind Asylum for Upper Canada. The Corporation of London are negotiating for the purchase of a part of this land as a public Park. Barracks occupied by troops. |
| November 11, 1858..... August 12, 1859. | Chatham..... | 11 | 3 | 8 | | | Lease abandoned. Ordered to be surveyed and sold in lots: Order in Council, Nov. 20, 1858. It has been deferred at request of Corporation, to admit of proposals being made to purchase for a public Park, but nothing has been done. Has not been visited for reasons assigned in other cases. |
| June 6, 1857..... Nov. 5, 1858, No. 2. November 11, 1858. May 26, 1858. August 13, 1859. December 8, 1859. | Rondeau..... Amherstburg..... | 500 | 0 | 0 | 144 00 | 575 06 | The Pensioners are located upon 109 acres of this reserve; Fort Malden, and 58.120 of it, have been assumed by the Province, and converted to the purpose of a Lunatic Asylum for Upper Canada. Balance of land has been surveyed, and sales to the amount of \$6,136 were effected, Oct. 1, 1860. |
| June 6, 1857..... June 17, 1857. August 2, 1857. November 5, 1858. December 5, 1859..... | Bois Blanc Island..... Fighting Island..... | 212 | 0 | 0 | 36 00 | 36 00 | Bois Blanc Island. Good land. Might be sold in farm lots. Fighting Island is valuable for its fisheries only, being almost entirely a swamp. Sold to Mr. Paxton, by Crown Lands Department. |
| June 6, 1857..... June 17, 1857. August 2, 1857. November 5, 1858. December 5, 1859..... | Windsor..... Point Edward, Sarnia..... | 4 | 0 | 0 | 26 00 | 96 71 | The Corporation of Windsor have purchased this reserve for a public Park, having paid for the same \$1,600 in debentures, redeemable in 20 years, annual interest \$96. |
| | Owen Sound..... | 41 | 3 | 0 | 40 00 | | Leased for 30 years, from July 24, 1856, to contractors of the Grand Trunk Company. |
| | | 51 | 2 | 4 | | | Unvisited. |

APPENDIX No. 23.—(Continued.)

SCHEDULE of Ordnance Lands transferred to the Province under Statute 19 Vic., cap. 45; their present state and condition, Dec. 31, 1861.

| Reports. | Locality. | Acreage. | Rent 1856, as per Rent Roll | Rents 1861, actually col. |
|-----------------------|--|-----------|-----------------------------|---------------------------|
| | | A. R. P. | \$ cts. | \$ cts. |
| June 24, 1857..... | Nottawasaga Bay..... | 66 0 0 | ..... | ..... |
| May 20, 1858..... | Penetanguishene..... | 5896 2 15 | ..... | ..... |
| June 30, 1857..... | St. Joseph Island..... | 910 0 0 | ..... | ..... |
| | St. Mary's Island..... | 170 0 0 | ..... | ..... |
| October 20, 1857..... | Ritseau Canals..... | 23409 0 0 | 1563 95 | ..... |
| December 6, 1858..... | Ottawa Canals..... | 460 1 10 | ..... | 7835 69 |
| January 15, 1859..... | | | | |
| Numerous during '59. | | | | |
| Very many during '59 | City of Ottawa, comprising parts of (formerly) Upper and Lower Bytown..... | 415 0 0 | 8432 35 | ..... |

Nottawasaga Bay, Township of Fios, unvisited.

A Juvenile Reformatory has been established at Penetanguishene, occupying the Barracks and buildings, and 198.0.25 acres of land. The Pensioners occupy cottage and farm lots, 2243 acres. The remainder is disposable.

Unvisited

Unvisited.

With reference to the water-power and lands on the line of the Rideau Canals, I refer to my reports of Oct. 20, 1857, Dec. 7, 1858, Jan. 15, 1859, the details of which it would be impossible to condense within the limits of this abstract.

City of Ottawa, known as the Bytown Estate, consists of A. & B, in Concession C, of Township of Nepean, purchased, in 1823, from Hugh Frazer, Esq., then Prothonotary of the town of Three Rivers, by the Earl of Dalhousie, for and on behalf of the King. It has been, for the most part, divided and set off in town lots. A considerable part has been sold and granted in fee simple. Another portion has been leased for periods of thirty years, on lease renewable at the option of the holders. The Government has assumed, for the purpose of public buildings at Ottawa, upwards of sixty acres of land, worth at least \$8,000 per acre. The Government also owns, of surveyed lots in Bytown, as yet undisposed of, 68 of 66 x 198, equal to 130 lots of the ordinary size, 66 x 98. Wharf lots may be laid off on the whole frontage of the Government property, on the River Ottawa. Government owns also a valuable land on both sides of the navigation to the Hoggsbuck, well situated. These lands, including farm blocks in Gloucester and Nepean, embrace a superficies of 2,140 acres of land.

WILLIAM F. COFFIN,
Ordnance Land Agent.

No. 24.

COLONIZATION ON THE ELGIN ROAD.

FREE GRANT OFFICE,

St. Jean Port Joli, 7th January, 1862.

To the Honorable

P. M. VANKOUGHNET,

Commissioner of Crown Lands,

Quebec.

SIR,—I have the honour to transmit with this, my Annual Report, a Supplementary Statement, containing full details relating to the establishments of those settlers who had taken up locations upon each side of the Elgin Road, previous to the 31st December, 1861. This statement will point out the number of lots conceded; the names of the resident settlers, with the number of persons composing each family; the number of acres under cultivation; the number of acres upon which the timber is felled; the number of houses, barns and stables erected thereupon, as well as the state of cultivation on each lot, and the quantities of produce harvested by each family on each lot, during the past year. By this statement you will observe that the number of lots conceded, as free grants, reaches the figure of 250, 67 of which are settled upon by seventy-three resident families. Of the latter number, twenty-nine families, numbering 131 persons, have taken up their locations during the year which has lately closed. If the number be not found very large, it must be attributed to the miserable crop of 1860, which, from its scantiness, was the cause of preventing many families from settling upon the road, as their limited means would not enable them to wait for the crop of 1861. Nevertheless, owing to the abundant crop of the past year, I have reason to hope that the progressive movement, which had slackened on account of this untoward circumstance, will now take *a new start*, and assume more encouraging proportions. I am informed that, even now, several families are preparing to leave for the Elgin Road in a few days, particularly those settlers who harvested crops on their lots last fall.

The 73 resident families, of which I have spoken above, are composed as follows:—

| | | |
|-----------|---|-----|
| | Men | 73 |
| | Women..... | 54 |
| | | — |
| Children. | { Boys, 12 years of age and upwards | 41 |
| | { Girls, do | 35 |
| | { Boys, less than 12 years of age..... | 94 |
| | { Girls, do | 72 |
| | | 242 |

Forming a total population of..... 369 souls.

All the families of French Canadian origin have emigrated from the parishes in the Seigniories of the County of L'Islet, with the exception of two families, one of which is from Chester, in the Eastern Townships, the other from the City of Quebec.

The increase of cattle also furnishes a satisfactory proof of the prosperity of the settlers. This species of property may be divided as follows:—38 horses, 16 team-oxen, 5 steers, 40 milch cows, and 43 sheep, forming in all 142 head of cattle, equivalent to an increase of 50 per cent. upon the stock of the previous year. The frequent rains of the months of May and June last, interfered with the burning of the slashed timber (*abattis*) of the previous year. Scarcely more than 128 acres could be burned, cleared, and prepared in season to receive seed for the first time. 669 acres were sown, leaving about 300 acres in meadow and pasture, besides 731 acres of slashed timber (*abattis*) the greater portion of which is hewn and piled (*tassée et pilée*) in a fit state to be burned next spring, should the season be sufficiently dry. The number of houses and barns, constructed during the year, reaches the figure of 48, which, added to the number previously erected, will form a total of 142 buildings.

I submit the following statement of the quantities of seed grain and crops during 1861 :

| Seed. | Minots. | Crops, Minots. |
|-------------------------|---------|----------------|
| Wheat, | 50½ | 474 |
| Rye | 59 | 569 |
| Barley | 189 | 1880½ |
| Peas and Flax Seed..... | 17½ | 88 |
| Oats | 285½ | 2806½ |
| Potatoes | 268½ | 3646 |
| Turnips..... | | 125 |
| Total..... | 869½ | 9589 Minots. |

If we take into account the numerous obstacles against which the settlers have to contend,—as, for instance, want of proper agricultural instruments to break up effectually, a soil laden with moss and rotten uprooted trees,—we cannot fail to perceive, in the above synopsis of the season's operations, a convincing proof of the good quality of the soil, which, notwithstanding all the above mentioned disadvantages, has produced at the rate of more than 11 minots for each minot sown, and nearly 14½ minots to each acre under cultivation ; a result well worthy of attention.

During the year a new saw-mill has been constructed on the Rivière Ouelle, which has lately been put into operation. Two other saw-mills are now in course of erection, and will very soon be prepared to go into operation. When the two last mentioned mills shall have been put in working order, the settlers on the Elgin Road will possess the immense advantage of having four saw-mills, at convenient distances along the road, which will spare them from the necessity of travelling long distances to have their timber sawn ; a difficulty under which many of them now labor. The active proprietor of the new mill at Rivière Ouelle intends to erect a grist mill without delay. I am using every exertion to obtain the realization of this scheme, as it is urgently required by the locality, and would be a most valuable medium in the development of its resources.

At the present day, some of the settlers have 30 miles to travel before they can reach a grist mill. In spite of these difficulties, which are of course usual in new settlements, there is no discouragement. They are all hopeful and expect to succeed. There is more apparent easiness of circumstances among the families of the settlement than last year. Peace, contentment, and a good understanding seem to exist among the settlers of the Colony, and they willingly assist each other when it is necessary to do so. Those who are established in the vicinity of the Taché Road are now preparing the timber required for the erection of a chapel.

There is nothing which more fully assists the work of colonization, and which more effectually implants courage in the breasts of the settlers, than the establishment of a house of prayer in the locality. Its existence brings to their minds the sacred duty of offering to Almighty God prayers of devotion and thanks for the great blessings enjoyed through His munificence.

It is my intention, at an early date, to make the necessary application to the Honorable the Postmaster General for the opening of Post Offices with weekly mails between the Taché Road and St. Jean Port Joli, in order that facilities may be afforded to the growing commerce of the respective localities and the social intercourse of the families settled there. I beg to solicit, very respectfully, your powerful support in this undertaking, as I am actuated by a desire to render myself useful to the localities placed under my care. Apart from the increase of the population, which renders an efficient postal communication absolutely necessary, there is also the importance of this tract of country, the resources of which are becoming rapidly developed, as you will be enabled to judge by the following synoptical statement of the value of the crops and produce during the year 1861 :—

| | | | | | | |
|------------|-------|-------|--------|----------------------------|--------|-----------|
| 474 minots | ..... | Wheat | ..... | Valued at \$1 25 per minot | ..... | \$592 50 |
| 569 | “ | ..... | Rye | ..... | “ 0 80 | “ 455 20 |
| 1880½ | “ | ..... | Barley | ..... | “ 0 60 | “ 1128 30 |
| 88 | “ | ..... | Pease | ..... | “ 1 00 | “ 83 00 |
| 2806½ | “ | ..... | Oats | ..... | “ 0 38 | “ 1066 47 |

Carried forward..... \$3330 47

| | | |
|----------------------------------|-------------------|----------------------------------|
| <i>Brought forward</i> | | \$3330 47 |
| 3646 minots | Potatoes | Valued at \$0 25 per minot |
| 125 " | Turnips | " 0 15 " |
| 12 tons | Hay | " 14 00 per ton |
| 180 " | Straw | " 5 00 " |
| 11440 lbs. or 57 qts. Pork | " | " 16 00 per qt. |
| 20150 lbs. or 201½ " Sugar..... | " | " 8 00 " |
| 162 M. | Shingles | " 2 00 per M. |
| 37000 feet | Sawn Lumber | " 7 00 per 100 pcs..... |
| | | \$8436 72 |

Increase since last year..... \$3445 72

To the value of the agricultural products above detailed, it is proper to add an estimate of the value of the improvements effected during the year, such as clearing operations, buildings, cattle, &c., &c., shewing the increase of capital thus obtained:—

| | |
|--|-----------|
| 3 Saw Mills, valued at | \$1400 00 |
| 9 Houses, at \$50 each..... | 450 00 |
| 40 Barns and Stables, \$25 each..... | 1000 00 |
| 128½ Acres Land, cleared, at \$12 per acre..... | 1539 00 |
| 114½ Do. do. (<i>abattis</i>) slashed timber, at \$8 per do..... | 918 00 |
| 20 Horses, at \$50 each..... | 1000 00 |
| 10 Cows, at \$20 each..... | 200 00 |
| 1 Steer, at \$15..... | 15 00 |
| 21 Sheep, at \$2 each..... | 42 00 |
| \$6564 00 | |

forming a grand total, of capital created during the year, of \$15000 72.

In order to point out more clearly the total value of the property and effects realized in the settlement, from the time at which I was placed in charge of the Colonization of the Elgin Road, 2 years and 8 months ago, I will take the liberty of referring you to my Annual Report of last year, from which the following statistics have been extracted, which, added to the quantity of produce harvested during 1861, will give the following result:—

Products of Agriculture and Manufactures in 1861..... \$8,436 72

Farm Cattle:—

| | |
|--------------------------------------|------------|
| 38 Horses, valued at \$50 each | \$1,900 00 |
| 16 Oxen, " 25 do..... | 400 00 |
| 40 Cows, " 20 do..... | 800 00 |
| 5 Steers, " 15 do..... | 75 00 |
| 43 Sheep, " 2 do..... | 86 00 |
| 3,261 00 | |

Landed Property:—

| | |
|--|-----------|
| 4 Saw Mills, valued at | 1,800 00 |
| 62 Houses, valued at \$50 each..... | 3,100 00 |
| 80 Barns or Stables, \$25 do..... | 2,000 00 |
| 969½ Acres cleared Land, at \$12 per acre | 11,631 00 |
| 731½ Do. (<i>abattis</i>) slashed timber, at \$8 per acre..... | 5,850 00 |
| \$36,078 72 | |

Total value of the Settlers' property and effects..... \$36,078 72

This remarkable result, obtained in a locality which, but three years ago, was an untouched forest, is a convincing proof of the happy effect produced by the Free Grant system upon colonization, and leads us to trust confidently in the future, in view of the organized exertions of the Government in favour of colonization, and the patriotic efforts of some political men, seconded by the press of all parts of the country.

Moreover, I submit annexed, a comparative statement in detail, of the progress of settlement on the Elgin Road during the years 1859, 1860, and 1861, shewing the property and effects realized during that time. This will enable you to see at a glance, without further research, the results which have been obtained.

STATEMENT shewing the progress of Colonization on the Elgin Road, during the years 1859, 1860 and 1861.

| Years. | Lots granted, to 31st December. | Resident Families. | Total Population. | Head of Cattle. | Clearings. | | | Buildings. | | |
|--------|---------------------------------|--------------------|-------------------|-----------------|----------------------------------|---------------------------|--------|------------|------------|--------|
| | | | | | Under cultivation or in pasture. | "Abattis" Slashed Timber. | Total. | Houses. | Barns, &c. | Total. |
| 1859 | 183 | 24 | 144 | 45 | 457½ | 252 | 709½ | 24 | 4 | 28 |
| 1860 | 238 | 44 | 238 | 95 | 841 | 616½ | 1457½ | 53 | 41 | 94 |
| 1861 | 250 | 73 | 369 | 142 | 969½ | 731½ | 1700½ | 62 | 80 | 142 |

| Grains. | | Results. | | | | REMARKS. |
|---------|--------|---------------------------------|---------------------------------|------------------|-----------|---|
| Seed. | Crop. | Value of Agricultural Products. | Value of Manufactured Products. | Value of Cattle. | Total. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 195 | 1672½ | 910 80 | 13,706 00 | 991 00 | 15,607 80 | |
| 866½ | 5155½* | 3,291 30 | 20,773 70 | 2,129 00 | 26,194 00 | Increase of \$10,586 20 over 1859. |
| 869½ | 9589 | 5,328 72 | 27,489 00 | 3,261 00 | 36,078 72 | Increase of \$9,884 72 over 1860. Shewing an increase, in two years over 1859, of \$20,470 92 |

* Two-thirds of the crop completely destroyed by frost.

Owing to the short time which has elapsed since the opening of the Taché Road through the Districts of Garneau, Lafontaine and Chapais, I am unable to make a Special Report with reference to them; but I trust that the statistics of the Elgin Road, which I have given above, will serve as a substitute, as they furnish proof of solid progress in that direction; only however until colonization has become developed upon the new road placed under my care.

With regard to the Elgin Road, there remain still 5 miles to complete before reaching the Provincial Line. As there are some families settled upon this unopened portion of the road, and as all the lots are granted, I would respectfully recommend that a sum of \$2,500 be appropriated for the opening and completion of this road during the approaching summer.

In conclusion, you may rest assured, Sir, that I am using every exertion to forward the interests of colonization in that part of the country which has been assigned to my care.

I have the honor to be,

Your obedient servant,

(Signed,)

STANISLAUS DRAPEAU,
Agent of the Taché and Elgin Roads.

No. 25.

REPORT ON COLONIZATION ROADS IN LOWER CANADA, FOR THE YEAR 1861.

OFFICE OF THE INSPECTOR OF AGENCIES,
St. Hyacinthe, 1st March, 1862.To the Hon. P. M. VANKOUGHNET,
Commissioner of Crown Lands,
&c., &c., &c.,
Quebec.

SIR,—In beginning this Report, I beg leave to pay a tribute of respect to the memory of the late Thomas Boutillier, Inspector of Crown Land Agencies for Lower Canada, whose loss we have to deplore. I feel it a duty incumbent upon me to refer to the eminent services rendered by this lamented gentleman to the cause of Colonization.

The efforts of that honorable man were constantly directed towards the settlement of the children of the home-population upon their native soil. I owe it to his memory to bear witness that it was in the fulfilment of his arduous duties that he contracted the disease that carried him to the grave, and deprived the cause of Colonization of one of its ablest supporters.

Temporarily charged with the superintendence of Colonization Roads in Lower Canada, I have the honor to submit to you the following Report, respecting the work done upon them in the year 1861.

The extent of road opened in 1861, under the direction of this office, amounts to 176 miles and $6\frac{1}{2}$ arpents.

Of this, 94 miles and $27\frac{1}{2}$ arpents, besides 15 miles and $22\frac{1}{2}$ arpents previously opened, have been completed, thus giving a total of 110 miles and 22 arpents of highway completed in 1861.

Bridges have been built having an aggregate length of 5438 feet, besides 7 miles and 10 arpents of crossway.

Besides the above mentioned works, fifteen miles and 12 arpents of old road have been repaired.

The sum disbursed for these several works in 1861 was \$42,733 06.

The cost of the roads, including the bridges and crossway, less the various sums expended for the repairs of old roads, and the balance remaining in the hands of the Conductors of works, has, upon an average, amounted to about \$212 a mile.

If we consider the work done under the direction of this office since its first establishment, we shall find that the extent of road opened since 1854, is as follows:—

| | |
|--------------|--------------------------|
| In 1854..... | 342 $\frac{1}{2}$ miles. |
| 1855..... | 242 “ |
| 1856..... | 179 “ |
| 1857..... | 276 $\frac{1}{2}$ “ |
| 1858..... | 110 $\frac{1}{2}$ “ |
| 1859..... | 133 $\frac{1}{2}$ “ |
| 1860..... | 174 $\frac{1}{2}$ “ |
| 1861..... | 176 $\frac{1}{2}$ “ |

1634 $\frac{1}{2}$ miles, or
344 $\frac{1}{2}$ leagues.

The amount paid to the conductors of works for the opening of these 1634 $\frac{1}{2}$ miles of road, less the balance remaining in hand, was \$372,690 00.

If we deduct from this amount the sums expended in the erection of a number of large bridges, built independently of the roads, and which altogether have cost \$19,198 00, we have a balance of \$353,492 00, which has been expended in the opening of Colonization Roads, including ordinary bridges.

The cost of these 1634 $\frac{1}{2}$ miles of road has been, upon an average, about \$216 a mile.

If we look back upon the past eight years, we shall be astonished to see how great the progress of colonization has been throughout the country in that time, consequent upon the opening of roads in the Townships. The efforts of the Government have been seconded by private enterprise, and the settlers themselves have not hesitated to make sacrifices, in order to favor the opening of the roads. From the beginning, not only laymen, but also several of the clergy might be seen directing the settlers in their first operations, without desiring any remuneration for their time and trouble. Their example had a salutary effect, since it shewed the importance of the settlement of the country by the children of the soil; for evidently these sacrifices were made solely for the benefit of their fellow-countrymen. Great numbers of settlers hastened therefore to establish themselves along the newly opened roads, in many cases going several miles into the forest in advance of the workmen, in hopes that the roads would be continued as far as their settlements.

For some years past the public has been so fully convinced of the real value of land in the Townships, that many farmers from the old parishes have been known to sell their comfortable homesteads in order to come and settle upon these new lands. Formerly such localities were selected by none but the man of straitened means, who devoted all his powers to the hard task of clearing his land.

If sufficient sums are voted by the Legislature for the opening of new roads, there can be no doubt but that in a few years the Townships will become a mine of wealth to the country; for the prosperity of the United States, and even of Upper Canada, may be traced to their newly cleared land; flour, wheat and corn are principally derived from the West, in other words, from land more or less new.

Another great proof of the daily increasing importance of the Townships, owing to the opening of the Colonization Roads, lies in the fact that in 1856, two years only after the creation of this office, the ecclesiastical authorities had already provided for the erecting of 22 churches in the vicinity of the newly-opened roads.

The progress of colonization has also been greatly favored by the Legislative reforms in this matter since 1854. Before that period, the wealthy landed proprietors of the Townships, for the most part unknown, and many of them foreigners, had proved the principal obstacles to the settlement of our lands, by demanding too high a price for their property, and by not contributing in any way towards local improvements. The Legislature wisely provided against these disadvantages, by compelling these persons to contribute to the municipal fund, and to assist in the opening of the roads.

One of the parts of the country which principally deserve the attention of the Government, is the Saguenay. It is possessed of an abundantly productive soil, and its timber trade is one of growing importance.

Landed property on the Lower Saguenay has doubled in value within the last five years, and on the Upper Saguenay the annual increase in value has been from 75 to 80 per cent.

To continue the works already commenced, and to favor the opening of new roads in this beautiful part of Canada, large grants will have to be made. People do not hesitate to say, that had the Kinogami road been completed three years ago, the County of Chicoutimi would now have a population greater by some 6 or 7000 souls.

A colony of the youth of the parish of Beauport, influenced by the zeal and patriotism of their pastor, went last autumn to settle upon lands in the Townships of Simard and Tremblay, hoping that Government would open roads in the direction of their settlements. These earnest and determined settlers are in the midst of their operations, and are working hard at the clearing of their lands. They expect a large number of other young men to join them this year.

This course should be encouraged in order to induce other parishes to follow the lead taken by Beauport, and accustom the rising generation to abandon all idea of expatriation.

Since the opening of the road through the Townships of Settrington and de Sales, in the County of Charlevoix, the land in both these Townships has all been taken up, and for the most part cleared.

On the St. Maurice, the parishes of St. Stephen and Shawenagan, opened in 1849, and St. Flore, opened in 1856, now have a population of 3376 souls.

If the St. Maurice Road should be opened next summer as far as the River Matawin,

and if the Government should make free grants of land upon that road, it is Mr. Dubord's opinion that there will certainly be, next autumn, an uninterrupted line of settlements along the whole road from Les Piles to the River Matawin.

In the County of St. Maurice, Mr. Magnan says that the colonists have settled upon lands three miles in advance of the spot where the works under his direction were stopped.

In the county of Maskinongé, traces of iron mines have been found on the new Bark River (*rivière aux écorces*) road. The population of these localities has doubled since 1857.

The progress of colonization has been very rapid in the Township of Joliette. Six years ago there was not a single settler there; at the present time, it has a population of 360 souls. The population of the north-east part of Brandon has increased by 1000 during the last few years.

In the County of Ottawa, the Wakefield and Portland Road runs through the finest land for agricultural purposes in Lower Canada. The north-eastern part of Wakefield has been nearly all sold by the local agent within the space of a twelvemonth. Indications of copper, lead, and iron mines are to be found in the vicinity of this road, and more than 400 families have settled in these Townships within the last two years.

In the Township of Matapedia, in the County of Bonaventure, a settlement of upwards of 100 families has been made, which is in a prosperous condition.

The population of the Township of Viger, in the County of Temiscouata, which in 1851 only amounted to 40 souls, was found in 1861 to reach 1000 or 1100.

In the County of l'Islet, young men crowd towards the Townships, and on the Elgin and Taché Roads the demand for land greatly exceeds the quantity remaining to be disposed of.

In the County of Dorchester, along the Etchemin road, the work of opening which was commenced in September last, all the lots, except five or six, have been taken as far as the River Etchemin.

In Cranbourne, lands which a few years ago were sold for *a glass of liquor*, have fetched \$1,350.

In Herford and Auckland, in the County of Compton, colonization has progressed rapidly. The settlers, having at their head two priests, as devoted as they are energetic,—the Reverend Messrs. Durocher and Champeaux,—lost no time in taking the land, and though only $5\frac{1}{2}$ miles of road have been opened, 254 lots have been purchased there.

I could multiply examples, but I fancy these will suffice to shew how necessary it is that the Roads in the Townships should be opened.

The census of last year testifies to the extraordinary increase of the population in counties where colonization roads have been opened. In the Eastern Townships, the increase of the population of different origins since 1851 has been $57\frac{1}{2}$ per cent, and the French Canadian population alone has increased 114 per cent. In the County of Saguenay the increase has been 196 per cent.

What will it be ten years hence, now that the impulse has begun to shew itself, and settlers are bending their steps in crowds to the new land?

The efforts which the Government is making to favor the colonization of our wild lands will, it is to be hoped, be crowned with success, and the sending of agents to Europe will largely contribute to bring the resources of this country under the notice of the population of those countries.

A new band of brethren has come to make part of the Canadian population, and the numerous subscriptions that have been made throughout the country for the unfortunate Acadians bear witness to the deep sympathy entertained for them, and how popular among us is their emigration to our soil.

The attention paid by us to emigration from other countries must not, however, be allowed to interfere with our remembrance of our unhappy countrymen in the United States. It would be truly a benefit to them and their country to favor their return by obtaining for them the means of settling, on their return, upon vacant Crown Lands; for whatever may be the strength, vigor, and courage of the foreign settler, none can surpass the Canadian as a pioneer.

The friends of the country trust that a vigorous impulse will be given to colonization

by a grant proportionate to its actual wants; for, as regards the question of colonization, the judicious money grant is a gain and not a loss.

The settlers, for their part, are anxiously expecting the opening of new roads; for it must not be forgotten that if courage has been their guide to the midst of the forest, it is hope that keeps them there,

I have the honor to be,

Sir,

Your obedient servant,

BOUCHER DE LA BRUÈRE,

In charge of the Col. Roads, L. C.

APPENDIX.

COUNTY OF CHICOUTIMI.

Kinogami Road.

Conductor—J. B. GAUDIN.

| | | | | | |
|------------------------------------|---|---|---|--------|----|
| Balance of appropriation from 1860 | - | - | - | \$148 | 69 |
| Appropriation for 1861 | - | - | - | 1200 | 00 |
| | | | | | |
| | | | | \$1348 | 69 |
| Amount disbursed | - | - | - | 1348 | 69 |

This grand means of colonization, the projected length of which is about 48 miles, begins at Beau Portage on the river Chicoutimi, and is to extend to Metabetchouan on Lake St. John.

This road is now open as far as lot No. 31 of the first double range of the Township of Caron. One mile and seventy-one chains were opened in 1861, one mile and fifty-eight chains of which are completed, and thirteen chains as yet only cleared; the whole in the Township of Caron.

The part completed has cost \$540 per mile, not including the bridges.

Eight bridges, forming in the whole a length of 189 feet, have been constructed at a cost of \$173.

Twenty-eight miles of this road may be travelled by wheel vehicles, and fifteen miles by winter vehicles only.

It is highly necessary that the five miles of road which remain to be opened should be completed during the approaching season, for all the lands on each side of the projected route were taken up during last summer, and there is not a single lot the clearing of which has not been commenced. The poor settlers hope that the Government will come to their aid, and open the road as far as Metabetchouan.

The part extending along Lake Kinogami, and which is now opened only as a winter road, ought also to be completed, as should also the bridges which have already been commenced over the Rivers aux Sable and Chicoutimi.

The road must at some future time be continued beyond Metabetchouan, through the Townships of Charlevoix, Omatchouan, Roberval, and Chamouchouan, in which there are, even now, a good many settlers.

Mr. Gaudin makes the following remarks in his Report:—

“The colonization of the magnificent lands in the vicinity of Lake St. John depends entirely on the opening of the Kinogami road, for the difficulty with which the poor settlers, who now reside there, have managed to get there is apparent to all. Their effects have cost them twice as much as they would if they had had a good road for their transport. Many have been discouraged, and are waiting for the completion of the road. During last summer I met several persons from the south side of the River St. Lawrence, who told me that they considered the lands about Lake St. John of the very best quality and much superior to those in their own neighbourhood, but that the want of communication between Grande Baie and Lake St. John had prevented them from beginning to make clearings,

and that if the Kinogami Road, now so far advanced, were completed, that they would return there next year with a large number of settlers.

"The population of the County of Chicoutimi is increasing rapidly. I perceive that by the last census this county has been placed in the first rank. I think it has made more progress than the Eastern Townships, although these latter are everywhere intersected by roads and traversed even by railways, whilst we have not as yet a single means of communication by land with the parishes on the shore of the St. Lawrence, nor with the valley of Lake St. John. Had this great highway been completed three years ago, the census would have shewn an increase in our population of from 6 to 7 thousand souls. * *"

"Real property in the Lower Saguenay has doubled in value during the last five years; in the Upper Saguenay, its value is annually increasing from 75 to 80 per cent.

"The grain crops in the County of Chicoutimi are wheat (which has suffered no damage from the fly), barley, peas, and oats. Potatoes are grown in abundance, but in many places they have been attacked with the disease. Frost caused no damage to the crops during the past year. In the County of Chicoutimi we have had an abundant harvest, more than sufficient for the maintenance of the settlers.

"Three new Townships have been surveyed this year in the neighborhood of Lake St. John, and the surveyors tell me that all the land they traversed in their operations was of the finest quality.

"Twenty-four miles of this road have been verbalized by the Municipal authorities."

Kinogami Road—Second Section.

Conductor—THEOPHILE BOULLIANE.

| | | | | | | | |
|------------------------|---|---|---|---|---|---|-------|
| Appropriation for 1861 | - | - | - | - | - | - | \$100 |
| Amount expended | - | - | - | - | - | - | 100 |

The section of the Kinogami Road which extends from River au Sable to the Portage des Roches had had the timber upon it removed some years ago; the roots of the trees, however were left. Having been for some time left in this state, the brushwood had in many places attained a height of fifteen feet, so that it became necessary to do the work over again to open the road for winter travel.

This second clearing, I learn from the Report of Dr. Martin, has been done in a satisfactory manner by the contractor.

From the Portage des Roches to the Bridge of Beau Portage, now in course of construction, a winter road has been opened by Mr. Boulliane, on the north west side of the River Chicoutimi; four miles of this road are made through the forest, the remaining mile is through fine cleared land.

A good road may easily be made, there being only three inconsiderable hills.

Mr. Martin reports that the lands are adapted for agricultural purposes.

Bridge over the Riviere au Sable.

Contractor—EPHRAIM TREMBLAY.

| | | | | | |
|-----------------------------|---|---|---|---|----------|
| Amount appropriated in 1860 | - | - | - | - | \$500 00 |
| " expended in 1861 | - | - | - | - | 500 00 |

Although the first appropriation of \$400 was not sufficient to build this bridge, it was decided to expend it in drawing the lumber necessary for its construction. A contract was entered into to that effect between the Municipal Council of Chicoutimi and Mr. E. Tremblay, and the timber has been delivered on the spot and accepted.

Another sum of \$100 was afterwards appropriated for drawing stone for the bridge. This amount was paid to Mr. J. B. Jean for 25 toises of stone which he has delivered on the site of the bridge.

The bridge has been verbalized by Municipal authority.

Bridge at Beau Portage.

| | | | | | |
|-----------------------------|---|---|---|---|----------|
| Amount appropriated in 1860 | - | - | - | - | \$400 00 |
| " expended in 1861 | - | - | - | - | 400 00 |

The sum appropriated for the construction of this bridge over the river Chicoutimi has been expended in the completion of three cribs, each 33 feet in length, 26 feet in breadth, and about 17 feet in height.

The contract was given by the Municipal Council of Laterriere to Mr. Hypolite Dufour, whose work has been accepted by *experts* appointed for that purpose.

This bridge is verbalized.

Sydenham Road.

Conductor—JOSEPH FORTIN.

| | | | | | |
|----------------------------------|---|---|---|---|----------|
| Balance of appropriation in 1860 | - | - | - | - | \$275 00 |
| Appropriation 1861 | - | - | - | - | 400 00 |
| | | | | | \$675 00 |
| Amount expended | - | - | - | - | 675 00 |

Mr. Fortin has added seven arpents to this road, which passes through a swamp very difficult to drain. He has re-constructed a bridge which had been damaged by the ice. He has also cleansed the drains and made improvements along that part of the road which has been completed. Now that the drains are made on each side from one end to the other, and that outlets have been constructed at different points, Mr. Fortin thinks that the work may be completed for a moderate amount. Along that part of the road which is in the neighbourhood of Bagotsville, there are 600 feet of trenches, on each side, excavated in the clay to a depth of 6 or 8 feet. As these are constantly filling up by the falling in of the loose soil, it is proposed to shore them up, and thus make them durable and avoid accidents.

A bridge 36 feet in length has also to be constructed at the end of the road, and also a new drain about half way.

It is estimated that a sum of \$800 will be required to complete these works and finish the road.

Nearly all the lands along the line of this road are settled; much is partly cleared, and produced an abundant crop of oats last summer.

It is surprising to see the change effected in this swampy land by means of the drain; the soil over all that part situated below the road has fallen a foot, and is now dry and fit for the plough.

Mr. Fortin says that if it were possible to make another road at the upper part of this swamp, about three miles west of the existing one, there would at once be presented for colonization an immense extent of the finest lands in the Saguenay.

The Price Road.

Conductor—AMBROISE GAGNON.

| | | | | | |
|-----------------------------|---|---|---|---|----------|
| Amount appropriated in 1861 | - | - | - | - | \$500 00 |
| " expended | - | - | - | - | 352 91 |
| | | | | | \$147 09 |
| Balance | - | - | - | - | \$147 09 |

The by-road from the River Saguenay to the front road between the 6th and 7th ranges of the Township of Tremblay has had 36 arpents of its length completed in 1861. This long by-road, 4½ miles in length, may now be used by wheeled vehicles for 124 arpents, leaving about eight to complete, which, however, are practicable for winter vehicles.

In the lowlands, the road has cost on the average \$300 per mile, and on the highlands about \$220 per mile.

Three bridges have been erected containing in the whole 102 feet of bridging, which have cost \$90.

This road presents great advantages for colonization. The settlers, who are numerous, have cleared considerable extents of land along that part of the road which is opened, and have even made clearings on the 6th and 7th ranges of Tremblay, in which the road is only traced.

At the distance of about two miles from the base line of the Township of Tremblay, are two lakes of considerable size which discharge into the river Valin. These lakes abound in fish; trout have been taken in them twenty inches in length.

The lands around these lakes and in their vicinity are of superior quality, and the persons who go there to fish say that they have seen no finer lands in the whole Saguenay territory. These fine lands extend to a considerable distance in rear of the Townships of Seward and Tremblay.

Mr. Gagnon gives the following information in his report. "A number of *habitans* forming part of a Colonization Society established at Beauport, came here this autumn; they took up a good many lots in Seward and Tremblay, and begun clearing. Some of them are located in the 8th and 9th ranges of Tremblay, in the hope that the Government will extend that road so far. Our settlers from Beauport are very well satisfied with the place and the quality of the soil, and say that a number of new settlers will come and join them next spring. Several of them have told me that before establishing themselves, they had examined several other localities, and that they had seen no better lands than those they were then on.

"There are three water powers in these two Townships; one on the River Caribou, another on the Riviere aux Vases, and the third in the 10th range of Tremblay.

"There is a fine limestone quarry extending a distance of three miles across the 3rd and 4th ranges of Seward and Tremblay, another, half a mile square, exists in the tenth range of Tremblay.

"The River Shepchat which passes nine miles in rear of these two Townships, flows for the distance of a mile through a bed of calcareous limestone, the fissure through which it passes being so narrow as to have the appearance of being cut by the hand of man."

Mr. Gagnon says that since this road has been commenced, the number of lots which have been taken up is very considerable, and that colonization is making rapid progress.

The population of these Townships has doubled during the last five years. The crops have been abundant, and have in no instance suffered from frost.

This road is verbalized.

Anse St. Jean Road.

Conductor—L. E. OTIS.

| | | | | | |
|----------------------------------|---|---|---|---|----------|
| Balance of appropriation of 1860 | - | - | - | - | \$7 60 |
| Amount appropriated in 1861 | - | - | - | - | 300 00 |
| | | | | | \$307 60 |
| Amount expended | - | - | - | - | 300 00 |
| Balance | - | - | - | - | \$7 60 |

The fine Township of St. Jean, to which at the present time many settlers are directing their steps, is only accessible by water. The Anse St. Jean Road, when completed as far as the St. Agnes Road, will open a communication between that locality and the old settlements of the St. Lawrence and Upper Saguenay.

The extent of road completed in 1861 is one mile three arpents and six chains; four arpents more are almost completed. This added to the length completed last year, gives 2 miles twelve arpents and six chains as practicable for summer vehicles.

The cost of the road is about \$350 per mile. Several small bridges have been constructed, and a hill of some magnitude cut through.

The soil along the road is clayey and adapted for cultivation, with the exception of two miles at its junction with the St. Agnes Road, where the land is low and swampy.

The timber along the road consists for the most part of cedar, maple, black birch, ash, tamarac, beech, and pine in great abundance.

"I have found," says Mr. Otis, "near the road, about a mile and a half from the river Saguenay, a spring containing a large quantity of iron pyrites.

"The population of Anse St. Jean has increased very considerably during the last few years. Three years ago there were only fifteen families; there are now about 86.

"A chapel and a *presbytère* have been erected, and a priest was stationed there in November last. A municipality was organized there, school-houses built, and a post office opened."

COUNTY OF SAGUENAY.

Road from Anse à l'eau to Bergeronnes.

Conductor—RIEULE BOULLIANE.

| | | | | | | | |
|-----------------------|---|---|---|---|---|-------|----|
| Appropriation of 1860 | - | - | - | - | - | \$150 | 00 |
| Do. of 1861 | - | - | - | - | - | 300 | 00 |
| | | | | | | | |
| | | | | | | \$450 | 00 |
| Amount disbursed | - | - | - | - | - | 450 | 00 |

This road has been opened as a winter road to a distance of thirteen miles, twelve of which are in the Township of Tadoussac and one in Bergeronnes, where it connects with the road which Mr. Tetu finished this year.

Thirteen bridges, having an aggregate length of 237 feet, have been built at an expense of \$84.

Mr. Boulliane in his Report to this office makes the following statements:—

"The soil of the tract between Anse à l'eau and River Baude, which is four miles in extent, is excellent; the lots have all been taken and many of them have been sowed this year. The good land continues along the St. Marguerite Valley, up the River Baude, and it is my opinion that if the St. Marguerite Road connected with that from Tadoussac to Bergeronnes at its fourth mile, the advantage which would accrue to colonization would be great. From the fourth to the tenth mile, mountains and lakes are met with; in the gulleys white and black birch, cedar, tamarac, and fir are found. From the tenth mile to the River Bergeronnes the road passes over the farms of the settlers on the south-west side of the river, which are of superior quality. This road is of great use to travellers and settlers; it is impossible to travel in carriages by any other route.

"There are two water powers on the River Baude and the little River Bergeronnes.

"The crops in these parts consisted of wheat, rye, and barley. The potatoes were not diseased. The first frosts only occurred at the end of October."

Mr. Boulliane estimates that a sum of \$8000 will be necessary to complete this road.

COUNTIES OF CHICOUTIMI AND CHARLEVOIX.

Road from St. Urbain to Grande Baie.

Conductor—J. OVIDE TREMBLAY.

| | | | | | | | |
|---|---|---|---|---|---|--------|----|
| Balance of the appropriation of 1860 | - | - | - | - | - | \$5 | 52 |
| Appropriation of 1861- | - | - | - | - | - | 1500 | 00 |
| Do. in 1860 for the Bridge over the River Malbaie | - | - | - | - | - | 1000 | 00 |
| | | | | | | | |
| | | | | | | \$2505 | 52 |
| Amount disbursed | - | - | - | - | - | 2324 | 00 |
| | | | | | | | |
| Balance remaining | - | - | - | - | - | \$181 | 52 |

This road, the principal means of communication between Quebec and the Upper

Saguenay, is now completed to a distance of about 49 or 50 miles. About 14 miles still remain to be completed, but this piece may however be travelled in winter vehicles.

In 1861, three and a-half miles of this road were finished and 50 chains were cleared.

The road, exclusive of the bridges, cost \$326 a-mile.

Thirty-eight bridges, having a total length of 420 feet, have been built; the cost of these has been \$374 40.

The wood required for the bridge over the River Malbaie was contracted for, and has been delivered on the spot. The quality of the soil through which this road passes is tolerably good. The wood is very fine and lofty, especially in the forests extending from Lake Ha! Ha! to within about 7 miles of the first settlements of Grande Baie. The soil in this part is also of superior quality.

This road will be favorable to the speedy settlement of the Upper Saguenay; nearly all the surveyed lands on the Lower Saguenay are taken, and signs of clearing may be seen nearly everywhere along the road.

The various kinds of grain grown in the neighborhood of the road are peas, barley, wheat, and rye.

The crops this year did not suffer from frost.

COUNTIES OF SAGUENAY AND CHARLEVOIX.

Road from Black River to the mouth of the Saguenay.

Conductor—JOHN McLAREN.

| | | | | | |
|--------------------------------|---|---|---|---|----------|
| Balance of appropriation, 1860 | - | - | - | - | \$6 52 |
| Amount of do. 1861 | - | - | - | - | 400 00 |
| | | | | | \$406 52 |
| Amount expended | - | - | - | - | 406 52 |

Three thousand and six arpents have been completed this year upon this road, and it can now be used for summer vehicles over an extent of five miles. There remains still to be finished an extent of 16 miles, viz: 4 miles in Callières, and 12 miles in Saguenay. Twelve bridges have been constructed at a cost of \$125.

This road has cost about \$400 per mile.

Mr. McLaren, in his report, thus expresses himself:—"The soil along the road, as well as in the interior, is a yellow loam, and is very suitable for agricultural purposes."

On the whole extent of the road, places accessible by water are immediately settled, and lots have been taken up by settlers even in advance of the completed part of the road.

Water-powers are numerous, and of extraordinary strength. The crop has been excellent, and has not been damaged either by frost or insects. The settlers are full of hope, and all they require to enable them to establish their children in the vicinity, is the construction of colonization roads.

The information which follows on the state of agriculture and colonization on the river Saguenay, is from the pen of David E. Price, Esq., M.P.P., and I have found his suggestions so interesting that I have considered it my duty to insert them in this Report.

Mr. Price writes as follows:—

"As I have already informed you, the crop of last year produced but little on account of the wet season; but in spite of this misfortune, the settlers have got through the winter well, and have been enabled this year to sow a considerable quantity of grain, the greater part of which was obtained from Montreal, Quebec, and other parishes on the River St. Lawrence. The crop has been abundant, and of good quality.

"The month of June and part of July were rainy, and during the remainder of the season till October, the weather was warm and dry, and frost did not appear till all the crops had been harvested.

"Wheat having turned out well last year, was sowed in large quantities this year, and yielded a good crop. With the exception of an occasional appearance in a few marshy places and sheltered fields, the weevil has not been seen. Those who sowed wheat have been well remunerated.

"*Rye* unfortunately was not sown this year in as great quantity as during the past few years, and although the crop was generally good, in some parts it has been a complete failure on account of the excessive heat in July and August. Any of it that did ripen was very productive

"*Barley* was sown in very small quantity on account of the rainy season before seed-time, which prevented the settlers from setting fire to their new clearings in time to sow that grain; but where it was sown, the crop was good and the grain very full.

"*Peas* yielded a good crop. A large quantity was sown, and the good quality of the crop is a subject of general surprise.

"*Oats*.—More of this grain was sown than usual, and the crop has been ample and of superior quality.

"*Hay* is very abundant; it yielded two-thirds more than last year, and was saved in good condition.

"*Potatoes*, although planted in large quantities, yielded but a poor crop, on account of the rust which attacked the leaves in August. Farmers who pulled out the stalks at that time, saved the roots, but the growth was immediately stopped.

"*Flax* is sown by all the settlers, but in very small quantities. If the cultivation of it were increased, and more care taken, they would find it the most lucrative crop. They do not now seem to appreciate its value, and consequently neglect its cultivation. They sow it in the same piece of ground for several consecutive years, and during its growth give it no care whatever.

"The clay soil of the Saguenay is better adapted to the cultivation of flax than that of any part of Lower Canada which I have visited, and if its value as an agricultural product were once really known, important returns would soon result from its cultivation.

"Unless it is cultivated on a large scale, it would be useless to erect machinery to increase its value as a raw material, which would be absolutely necessary, were sufficient encouragement afforded.

"It is impossible to impress the cultivation of this important article too strongly upon the attention of the farmers of this country.

"I am happy to be able to say that the immigration which reaches us from the parish of St. Lawrence, is gradually effecting the settlement of the wild lands in the vicinity, but not as rapidly as we could desire.

"The principal cause of this slow progress may be traced to the want of roads and bridges, to enable new settlers to reach the points where they desire to settle. Besides settlements are so scattered in this county that it is impossible, with the small appropriation granted to this agency, to meet the reasonable requirements of colonization in this district.

"The settlers all travel towards Lake St. John, and their means of communication are difficult both by land and water.

"The road from Kaskouia to Kushpaganish is now finished, but that portion of it from Kaskouia to Beau Portage is only opened as a winter road. From Kushpaganish upwards there is no way of passing, except through the forest, or on the beach when the waters of Lake St. John are low, and these roads are only passable on foot.

"You can easily understand the miserable position of settlers who are isolated 20 miles higher up on the borders of the Lake, their only means of communication being in summer by canoes, when the lake is calm, and in winter on the ice of this inland sea; and this, I can assure you, is attended with great danger on account of the snow storms which continually obliterate all traces of the road.

"It has now become a matter of urgent necessity to complete the Kinogami Road from Beau Portage on the Chicoutimi River to Kaskouia, as well as that other portion of the same road from Kushpaganish, at the division line between the Townships of Caron and Métabetchouan, to the settlements of Charlevoix and Roberval, a distance of about 20 miles.

"These two parts of the Kinogami Road, forming a distance of 36 miles in length, would cost, including small bridges, about \$400 per mile. The bridge already commenced over the river Chicoutimi at Beau Portage cannot be completed under a cost of £400. The bridge over Rivière du Sable will cost from £400 to £500. The other rivers which

we meet with as far as Metabetchouan, can be easily bridged. At the last mentioned place the bridge, which is absolutely necessary, will not cost less than £600.

"We therefore require a sum of £5000 to open and complete the Kinogami Road throughout its entire length.

"The localities which next in order offer the greatest inducements to settlers, are the Townships of Simard, Tremblay, and Harvey. I have always considered the two first named Townships as the finest tract of land on the River Saguenay, but settlers have been prevented from occupying them by the want of roads. So soon, however, as it was decided that the road which in your report you were pleased to call the "Price Road," should pass through the centre of these Townships, and so soon as the road between the Saguenay and the main road was commenced, settlers rushed in and have since formed the new parish of St. Ann.

"A church has been erected, a priest resides there, and nearly all the lots in Simard from the 1st to the 7th range have been settled by the members of families from the old settlements in the neighborhood, and from Les Eboulemens.

"This fall a party of settlers from Beauport took possession of 40 or 50 lots from the 5th to the 8th range of these Townships. They are now engaged in clearing their lots to put in seed next spring. They expect a large number of their friends to join them in the spring. I therefore consider that it would be proper to appropriate a sum of money to open the road to the ninth range, in order that these courageous settlers may be enabled to convey their effects and families to the lots which they intend to purchase. It would require a sum of \$2800 to open this road.

"The main road should also be opened as at present laid out for at least 5 miles on each side of the route, and once this nucleus is formed, the front roads in each range will be easily opened by the settlers themselves.

"It is also necessary to build a bridge over the river Valin, in the Township of Tremblay. The Township of St. John on the river Saguenay, has attracted some attention since the commencement of the road from L'Anse St. Jean, to enable the settlers to open up their lands and to communicate with the Upper Saguenay and the St. Lawrence. This road will eventually be a branch of the main road now being constructed by the Department of Public Works, to communicate between Grande Baie and Malbaie. This new road will open up for colonization an area of 240 square miles of good land, which the Government purpose offering in part to settlers next year.

"St. John is principally settled by young families from Les Eboulemens. There is a fine church with a resident priest, and flour and saw mills. The Municipal and School laws are there in full operation, and a Post Office has been established. This locality possesses the finest climate in Lower Canada, and will, before many years, be one of the finest parishes in the country.

"It would require a sum of £600 to open up the road to its junction with the road from St. Agnès, which is the only outlet from this settlement.

"The other settlements on the Upper Saguenay are progressing favourably, and with some more assistance from the Colonization Fund to aid in the construction of bridges over the River du Sable at Beau Portage, and over the River Valin, to open up two roads of two miles each, one between the 7th and 8th ranges of Chicoutimi, another in the division line between Bagot and Chicoutimi to its junction with La Terrière, both roads being, on account of the swampy nature of the soil, too costly for the limited means of the settlers, and the completion of the Sydenham Road, colonization will advance rapidly throughout this District.

"To complete the Sydenham Road would require a sum of \$500 to \$600.

"It is extraordinary to see the effect produced by the drainage in the construction of the roads, upon the adjacent marshy lands. Oats sown in July, merely for forage, grew to a height of 6 to 7 feet and ripened to perfection. This is almost incredible, but I will cite a fact: all these lots of land are taken up, many have been placed under crop this year, and there is no doubt that the remainder will be next year.

"The St. Urbain Road, which is our principal outlet towards Quebec and the St. Lawrence, is not yet completed, owing to the want of funds. I am in hopes that it will be finished next year, as there are only 12 miles to complete, and the bridge over the River Malbaie to be built, the necessary timber being already on the spot.

"These works will require a further outlay of £1400.

"Our Court House is finished, and the place now looks like an old settlement.

"The value of landed property is increasing day by day; in the country parts, farms with ordinary buildings upon them and small clearings, sell for \$8 to \$10 per acre. Vacant lots near the settlements with nothing but the front road and *découvert* with brush fencing, sell at from \$1 50 to \$6 00 per acre, according to the locality in which they are situated, and the quality of the soil. Purchasers generally pay $\frac{1}{2}$ to $\frac{1}{3}$ cash, the balance remaining on credit.

"The parishes of St. Alphonse and Notre Dame de Laterrière have decided upon constructing handsome stone churches.

"The School Commissioners of Chicoutimi are now building a fine Academy, 60 feet by 40, two stories high. The Municipality intend, I believe, to build a City Hall for its own use and that of the Mechanics' Institute. The latter institution already possesses a fine library. It is even proposed to incorporate the Town of Chicoutimi, and to establish Gas Works and Water Works, but my opinion is that the population is not yet sufficiently large to guarantee this expenditure. The Municipalities of Grande Baie and Bagotville have constructed wharves to facilitate the steamboat traffic. These two wharves are two miles distant from each other. It would have been better, perhaps, to have constructed but one wharf. A spirit of local antagonism, however, prevented a combination of both villages to effect the desired object.

"At Bagotville, Mr. Vallière of Quebec, has built a large hotel, with 50 or 60 bedrooms. The house is well kept by a Mr. Lord.

"Tourists are beginning to appreciate our Lake and the wild scenery of the Saguenay, and had it not been for the unfortunate rebellion in the United States, Mr. Lord would have had the good fortune last summer of seeing his hotel filled with tourists.

"I have been informed that some parties intend building hotels at Grande Baie and Chicoutimi.

"Having given you above all the information I consider interesting regarding the County of Chicoutimi, I will now speak of the County of Saguenay.

"The crops have been generally good, but I am informed that they have been inferior to those of the County of Chicoutimi.

"A large number of young settlers from the parishes of Malbaie and St. Agnes have taken up lots on the road which leads to the Township of Albert Edward, situated between Tadousac and the Rivière St. Marguerite, and I should not be surprised if this Township were fully settled in the course of a few years. I trust that a sufficient appropriation will be granted next year, to enable us to complete the Prince's Road throughout its entire length. You are perhaps not aware that His Royal Highness the Prince of Wales placed his foot on Canadian soil for the first time at St. Marguerite.

"A house is now being built at Tadousac for the reception of a priest, who is shortly to take up his residence there. The old church built by the Jesuits is still standing, and is sufficient for the requirements of the locality. It is intended to establish at Tadousac next year, a rendezvous for sea-bathing during the summer season, and in order to receive visitors a large hotel and a number of cottages will be constructed. I hope the fine scenery of the locality, the sea-baths, fishing, and its esteemed mineral waters will render it a fashionable resort for families desirous of seeking pleasure and health. This circumstance will materially add to the importance of the place, and will serve as an encouragement to settlers to take up the good lands in the vicinity. The winter road from Tadousac to Bergeronnes is now open throughout its entire length. It gives access to a number of fine lots of land which have been settled by a large number of settlers. I hope that next summer the road may be partly adapted to summer travel.

"From Escoumains to Bergeronnes, the road has been rendered practicable for wheeled vehicles by the Department of Public Works. I hope it will be continued next season.

"The road from Black River to the mouth of the Saguenay had been partly opened as a summer road this year, but the amount appropriated was so small, that but little work has been done. Nevertheless, the work already done has given an impetus to colonization, and here and there we find settlers who have established themselves on good lots, with their families, trusting to Providence and good health.

"Round the Escoumain Mills where the "Pères Oblats" have established their principal mission, a fine village is being formed, and a pretty church has been built.

"Towards the east as far as Mille Vaches, in the County of Portneuf, and towards the west as far as Grandes Bergeronnes, we find farms the occupants of which come to the church and mills at Escoumain. There is no doubt that before many years, agricultural interests and the fisheries will be the means of increasing considerably the population of the County of Saguenay.

"The School Law is in full operation in that neighborhood, and Post offices are established at Tadoussac, Escoumain, and Portneuf. In the Townships of Saguenay and Callières we find families that are well established, and the lands are rapidly taken up in the neighborhood of these settlements. Four or five families from Les Eboulements have settled on the shores of the Little River Saguenay.

"There is a fine tract of land lying in a valley which extends to the Township of St. Jean. If a road were built between St. Jean and Little Saguenay, a distance of 5 miles, considerable establishments would soon be formed in that valley.

"I cannot conclude without making the remark, that it is absolutely necessary that the Government should, during the ensuing session, ask for a considerable appropriation for the purposes of colonization. And it is particularly important that this should be done in order to encourage the return of a large number of our compatriots who have been tempted to leave this country to obtain employment in the United States. We should procure for them the means of reaching our unoccupied lands, and should support their families by employing them in opening up Colonization Roads. A desirable change in the system of constructing these roads would be to commence the work early in the season, say about 1st June, because it can be better executed during the dry season and long days than in the fall. This year the work was scarcely commenced before the 1st September; a season too far advanced to make profitable use of the money appropriated."

COUNTY OF CHARLEVOIX.

Settrington and De Sales Road.

Conductor—Rev. M. CLOVIS GAGNON.

| | | | | | | |
|-----------------------|---|---|---|---|---|----------|
| Appropriation of 1861 | - | - | - | - | - | \$300 00 |
| Amount paid | - | - | - | - | - | 300 00 |

This Road, which commences in the first range of Settrington, is intended to terminate at the St. Urbain Road.

In that portion of the road already opened, 5 miles and 2 arpents were completed this year, also one arpent of corduroy work. There still remains to be completed a distance of 5 miles and 5 arpents now grubbed eight feet in width, and through which a cart can pass.

Mr. Gagnon has informed this Office that colonization has progressed so rapidly that there are no lots for sale in the Townships of Settrington and De Sales, and that the greater portion of the lots located are partly cleared.

A large number of settlers intend establishing themselves to the north-east of Rivière du Gouffre, where the lots are not yet surveyed. Grain of every description has been sown in this district without suffering from frost or insect. Three miles of this road are verbalized. It is estimated that a sum of \$800 would be required to complete it.

COUNTY OF MONTMORENCY.

Bridges over the Rivers Desroches and Lombrette.

| | | |
|--|---|-----------------|
| Amount appropriated for First Bridge in 1859 | - | \$374 43 |
| Do. do. Second do. 1859 | - | 150 00 |
| | | <u>\$524 43</u> |
| Amount paid | - | 524 43 |

These two bridges were built in the course of last year. The bridge over the River Desroches was built by day labour, and the bridge over the River Lombrette was let out on contract to Mr. Etienne Bacon. Both bridges have been received and accepted by the local Municipal authorities, who declared that the work had been conducted carefully and judiciously, and that they had been constructed in the best possible manner, and in strict conformity to the plans and specifications.

Quebec Road.

Conductor—CHARLES RHEAUME.

| | |
|-----------------------------------|-----------|
| Amount of appropriation - - - - - | \$1895 17 |
| Amount disbursed - - - - - | 400 00 |
| | \$1495 17 |
| Balance in hand - - - - - | \$1495 17 |

This road commences at the parish of St. Férol, one half league south of the River St. Anne's, and is to terminate at the St. Urbain Road. Mr. Rheaume, who was employed to explore and trace this road, has handed in a most favorable report.

After the Department had taken into consideration that this new road would shorten the distance which has to be travelled by the existing Des Caps road between Quebec and St. Urbain by fifteen miles, there was no hesitation in undertaking its construction. Its completion will be for the settlers on the Saguenay, an advantageous continuation of the road now being finished between Grand Baie and St. Urbain, and of great and important utility in the colonization of the localities through which it passes as well as of the Saguenay District.

It has been decided to construct a bridge over the River St. Anne's at the starting point of the road. This bridge will be about 210 feet long, and the cost is estimated at from \$1000 to \$1200.

In order that advantage may be taken of the favorable season, an advance of \$400 was made to Mr. Rheaume last fall, to enable him to procure with greater facility the requisite building timber, as well as to give him the means of collecting in heaps the stone required to fill the piers, which he will thus be able to convey to the bridge when the season and the roads are favorable.

Mr. Rheaume in his Report writes as follows:—

"This road passes through a large tract of fertile land. It passes close to four magnificent lakes in which fish abound; it is as level as any road that can possibly be opened. There will be only one bridge to construct between the last two lakes, (of about 25 to 30 feet in length), and it will cost but little.

"All the lots of land to which this new road will give access are several hundred feet below the level of the road now frequented, and are much superior to those already located. They are protected from the north wind by a range of mountains, and are consequently much less exposed to heavy frosts, which are severely felt on the present road. The incline is towards the south; thus they are always exposed to the heat of the sun, and while this must add to their fertility, it will preserve them from the effects of frost.

"The timber found along this road is birch, maple, &c., &c., &c.

COUNTY OF QUEBEC.

Stonham and Tewkesbury Road.

Conductor—ETIENNE BERNIER.

| | |
|--|----------|
| Balance of appropriation, 1860 - - - - - | \$373 21 |
| Amount expended - - - - - | 373 21 |

With this sum Mr. Bernier completed in 1861, 16 arpents of road, which cost at the rate of \$167 per mile.

Six small bridges have been built, and 4½ arpents of corduroy work over swampy soil, the whole at a cost of \$200.

This road is verbalized.

Colonization has made great progress in these localities, and the population has doubled within a few years. This road is now finished.

COUNTY OF PORTNEUF.

Gosford and St. Gabriel Road.

Conductor—ALEXIS CAYER.

| | | | | | |
|--------------------------------|---|---|---|---|----------|
| Balance of appropriation, 1859 | - | - | - | - | \$600 00 |
| Amount expended | - | - | - | - | 600 00 |

This road commences at the post which divides lots No. 15 and 16 of the 4th range of the Township of Gosford, and is to terminate at the road already opened in St. Gabriel. The proposed length is seven miles.

With this sum Mr. Cayer has completed 4 miles and 16 arpents of road, of which 4 miles and 15 arpents are in Gosford, and 1 arpent in St. Gabriel. The cost has been about \$112 per mile. Bridges have been built, forming in the aggregate a length of 267 feet; and also 4½ arpents of corduroy work on swampy land.

It would require a further sum of \$250 to complete the two miles and a few arpents, which remain still unopened as far as the St. Gabriel Road.

In the vicinity of this road the soil is good but rocky. The trees on the mountains are large; the timber most generally found on this tract of land is maple and birch, with some few firs; in the low lands, white spruce with birch and fir.

In his Report Mr. Cayer makes the following suggestions:—

“In order to advance the interests of colonization a road should be made from Fossambault, following the line which passes between lots No. 21 and 22 of the 1st, 2nd, 3rd and 4th ranges of Gosford, crossing the road which I have lately made, as well as the St. Anne's River, following about the same direction through the upper ranges in order to reach a tract of land which I explored two years since, where I found 40 or 50 good lots, and finally to reach the Rocmont Road.

“An exploration should also be ordered in view of opening a road on the division line of the Townships of Colbert and Gosford, which can at a future date be extended further towards the interior, where I am informed there are a large number of excellent lots of land.”

Colbert Road.

Conductor—VICTOR LECLÈRE.

| | | | | | |
|--------------------------------|---|---|---|---|----------|
| Balance of appropriation, 1860 | - | - | - | - | \$100 00 |
| Amount expended | - | - | - | - | 100 00 |

Mr. Leclère has completed, during 1861, 15 arpents and 8 rods of road which, with the portion opened last year, form a length of 2 miles 16 arpents and 9 rods of road, accessible to summer vehicles. The cost has been at the rate of \$152 per mile.

A bridge has been built 37 feet in length, and also 158 feet in length of corduroy work.

The township of Colbert is mountainous, nevertheless the soil is good, and the lots are sought after by young settlers.

It is intended to continue the road as far as the Batiscan river, passing by Lake Simon, which is in the Township of Colbert.

Montauban Road.

Conductor—T. BELANGER.

| | | | | | |
|---------------------|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | \$500 00 |
| Amount expended | - | - | - | - | 500 00 |

This road commences 6 miles from the church of St. Casimir, in the seigniory of Les Grondines, and is intended to terminate at the river Batiscan, in the Township of Montauban. The proposed length of the road is 16 miles.

Seven miles of road have been opened, and one half completed, so that it may be considered fit for the passage of wheeled vehicles on its whole length.

The cost of the completed road, bridges excepted, is \$127 per mile.

The number of bridges built is five, each about 30 to 36 feet in length. In addition to this, two arpents of corduroy work have been completed. The cost of these works has been \$55 50.

The quality of the soil over which this road passes is generally good, and the lots offer considerable advantages to settlers. Several water-powers have also been found in this tract.

Colonization is in a flourishing condition in this neighborhood, and property is increasing rapidly in value. All kinds of grain have been grown here with good results. Two church sites have been fixed upon by the ecclesiastical authorities.

Mr. Belanger considers that it will require the sum of \$1,500 to finish this road.

COUNTY OF CHAMPLAIN.

St. Tite Road.

Conductor—JOSEPH TRUDEL.

| | | | | | |
|---------------------|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | \$500 00 |
| Amount expended | - | - | - | - | 500 00 |

With this sum Mr. Trudel has opened and completed one mile and three quarters of road 20 feet in width, which, taken with that portion opened in the preceding years, form four miles opened and completed on the main road.

The south branch of the St. Tite Road, which is 22 arpents in length, has also been opened throughout its length, and ten arpents of it, containing six large hills, have been completed.

At the beginning of the second quarter-mile, there is a bridge 45 feet long, which has been built for the sum of twenty-five dollars. Mr. Trudel considers that the sum of \$35 will be sufficient to complete the latter road. In his interesting report he makes the following remarks:—

“A portion of the main road, (eleven acres) being over very marshy soil, I opened a cross ditch seven acres in length, to drain the water off towards a small stream in the neighborhood. While digging this ditch, I found small quantities of iron ore, and I believe that this swamp, which extends a considerable distance towards the north-west, may contain a sufficient quantity of this metal to render the mine valuable. I also found a small stream called the “Ruisseau Rouillé,” which crosses a portion of this swamp, and which falls into the River Mequinac. Its waters are strongly impregnated with oxide of iron. Even at a distance from this swamp, although the waters are much clearer, we still find particles of oxide of iron resting upon the leaves and mosses in the bed of the stream.

“With the exception of this swamp, which is composed of sandy soil, and but little adapted to settlement, the surrounding tract of land is good soil, easy to cultivate and keep in order. The sub-soil, being sand, does not preserve that excessive moisture which is injurious to vegetation when the sub-soil is of a heavier nature. I have passed through the hardwood forest in this tract after heavy rains, and no water could be found except in the streams.

“On the whole extent of this road, lots have this year been marked out with temporary division lines, and settlers have already commenced clearing operations. It is to be hoped that the Department of Crown Lands will take pity upon such a number of unfortunate settlers, and facilitate their establishment on this tract. The sale of these lands would also augment the revenue of the Province.

St. Maurice Road.

Conductor—ALPHONSE DUBORD.

| | | |
|---------------------|-----------|-----------|
| Amount appropriated | - - - - - | \$2700 00 |
| Amount expended | - - - - - | 2082 00 |
| Balance on hand | - - - - - | \$618 00 |

This road commences on the south-west side of the River St. Maurice, at the Piles Road, and is intended to extend to the mouth of the River Matawin; from that point to Rat River; from thence one branch will lead to "La Fugue" on the St. Maurice, and the other to the River Vermillion, following the south side of Rat River.

Four and one half miles of this road have been given out on contract at the rate of \$460 per mile, including bridges.

As the road was only commenced last November, the contractor was unable to complete his contract; nevertheless three miles of road have been finished, and three-quarters of a mile are in an advanced state.

Five bridges have been built; three of 20 feet in length, and two others of over 40 feet each. The land through which this road passes is of good quality and well adapted for colonization. The timber is mixed, but hardwood predominates.

Mr. Dubord, in his excellent report, thus expresses himself:—

"In glancing at the extent of country through which this road will pass, it will be seen that an immense tract of land will be opened up to colonization. The newly explored Townships of Caxton, Polette, and Turcotte must, on account of the fertility of the soil, absorb an immense population.

"In every respect the St. Maurice Road will be one of the most important highways in the Province. The lots of land, which are of good quality, will offer one immense advantage to the settler who is at a distance from a city market, which is ready sale on the spot to the lumber merchants of everything these lands can produce. To the latter class the road will be useful as a convenient route for carrying supplies to the timber limits upon which they are working. The only means of access which they now have are by canoes on the River St. Maurice in summer, and in sleighs over the ice in winter.

"When it is considered that more than 1300 men, and upwards of 600 horses are employed during the winter as far as 150 miles in the interior of the St. Maurice territory, we can form but a feeble idea of the enormous expenditure involved, as well as the losses and delays consequent upon such difficult means of communication. The St. Maurice territory is covered with lakes and rivers, so that water powers are to be found in large numbers. There is no limestone on this road, but iron ore has been found in large quantities, as well as copper ore in small quantities. Of the existence of the latter I am not myself positively assured, although it is so reported.

"It is intended that this road shall extend over a distance of 115 miles, and therefore it cannot be completed for some years; but I think that next summer it should be extended to the River Matawin from 20 to 25 miles, and that the sum of \$1200 should be granted for that purpose.

"St. Etienne and Shawanegan were opened in 1849, and St. Flore in 1856. The population, according to the last census, is 2054 in St. Etienne, 962 in St. Boniface (Shawanegan), and over 360 in St. Flore, in all 3376.

"Few localities, I will venture to say, have progressed more rapidly, and had it not been for the want of colonization roads, the population would now be double its present figure. If the Government decide upon giving free grants in the St. Maurice territory, there will certainly be next year an unbroken line of settlements from the Piles to the River Matawin. Another year the same thing will take place on that portion of the road towards Rat River, which passing through the Townships of Polette and Turcotte will offer great advantages to settlers, and more particularly to that class which depends upon the lumber trade for an existence. I may be permitted to remark, that I do not consider a foreign immigration towards that district as at all desirable. It is not the lack of settlers that we feel, but let the same efforts be used and the same facilities offered to our own surplus population of the surrounding parishes, which we contemplate granting to a foreign

immigration, and new parishes will spring up in the same manner as the three parishes mentioned above. St. Etienne and St. Boniface are both erected into parishes, canonically and civilly. They both have resident priests. A chapel has been built at St. Flore, and service is performed by the Curé of St. Boniface. This parish will also shortly be erected into a parish canonically and civilly. The settled farms are worth from \$400 to \$3000. This high value of landed property speaks volumes in favor of the quality of the soil. To offer another proof of this fact I will submit the following:

"As Agent of Crown Lands I collected in Shawenegan alone, from the 12th to the 31st December, 1859, the sum of \$1400 79, and this did not prevent these hardy settlers from taxing themselves to the amount of \$14000 for the construction of a stone church and *presbytere*."

All kinds of grain have been harvested in this locality. Wheat has been a success in St. Flore, oats and barley have produced well in St. Boniface, and rye and oats in St. Etienne. Hay is plentiful everywhere, and good sound potatoes have been grown in all these localities. The frost has not caused any perceptible damage. There is scarcely any difference as regards frost between these and the parishes on the shores of the St. Lawrence.

"The St. Maurice Road is not verbalized."

COUNTY OF ST. MAURICE.

Mill-Road in Shawenegan.

Conductor—CYRILLE MAGNAN.

| | | | | | | |
|---------------------|---|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | - | \$200 00 |
| Amount expended | - | - | - | - | - | 200 00 |

Of the portion of this road which is only opened, Mr. Magnan levelled in 1861, 83 arpents in length, by 7 to 10 feet in width, through which wheeled vehicles can pass. The cost of this work has been \$169.

The total length of this road passable in summer vehicles is 5½ miles.

The overseer has also completed 275 feet in length of corduroy work, at a cost of \$36.

Colonization is making great progress in this locality. Settlers have established themselves even as far as the shores of the Little Shawenegan River, three miles beyond the limits of Mr. Magnan's operations.

A *presbytère* has been built this year at St. Boniface of Shawenegan, which cost \$1400. There is now a resident priest who has resided there since last fall, and preparations are being made to construct a church at an early date.

The value of landed property has more than doubled during the past few years. The road being now completed as far as the mill, nothing remains but the opening of a road 60 arpents in length to join the St. Maurice Road. This would be of great advantage to the settlers of the parish of St. Flore and other localities in the vicinity, who are now obliged to travel a considerable distance to carry their grain to the grist-mill.

Road from Hunterstown to St. Etienne.

Conductor—CHARLES GELINAS.

| | | | | | | |
|---------------------|---|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | - | \$300 00 |
| Amount expended | - | - | - | - | - | 300 00 |

This Road commences at the Village of Hunterstown, crosses the Township of Paxton; and is to terminate on the Government Road in St. Etienne. Mr. Gelinias has opened 59 arpents of this road, 14 of which are completed. The cost has been at the rate of \$120 per mile. Six arpents of corduroy work have also been commenced, but are not finally completed. The soil on each side of this road is sandy and rocky, but fit for cultivation. Hardwood and building timber are found in this district as well as extensive sugaries. As this road opens up communication with Three Rivers, Shawenegan, St. Flore, and St.

Etienne, it offers immense advantages for colonization and trade. There are in the vicinity four water powers, two of which are at present in use. Limestone is also found there.

Mr. Gelinas states that the progress of colonization has been very great, and on each side of the Government roads it exceeds all expectations. The population has increased by two-thirds during the past few years.

The crop has been good and has been harvested without damage.

One league and three-quarters of this road is verbalized.

COUNTY OF MASKINONGE.

Rivière aux Escores Road.

Conductor—LEANDRE LAFOND.

| | |
|-------------------------------------|----------|
| Amount of appropriation - | \$200 00 |
| Amount expended - | 200 00 |

With this sum Mr. Lafond has opened six arpents of road to the north of the Rivière du Loup, in the Township of Hunterstown, and has built bridges having an aggregate length of 197 feet.

The nature of the soil over which this road passes is sandy and produces good grain. Timber is abundant and of good quality.

Mr. Lafond reports that if the road were opened three miles further up, it would reach some vacant Government lots where the soil is of excellent quality. That gentleman counted upwards of ten men in one day who visited these lots of land, and they await the opening of this road to settle upon them. There is a fine water power on the stream running out of Lac à l'Eau Claire, and indications of iron ore have been observed there.

The crops have been very successful, and landed property has doubled in value since 1857. Mr. Lafond considers that it would require \$300 to complete that part of the road already opened, and \$1000 to continue the road as far as the Government lots above alluded to.

This road is verbalized.

St. Dilace Road.

Conductor—REMI BARRETTE.

| | |
|---------------------------------|----------|
| Amount appropriated - | \$200 00 |
| Amount expended - | 200 00 |

The operations on this road were commenced this year, at the front part of lot No. 16, in the *fief* Hope, and terminated at the cleared lots of Lake Deligny.

Out of 25½ arpents opened, 23 arpents are passable in wheeled vehicles, but the remainder only in winter sleighs. The work was done principally on a mountain but partly in a swamp, where it was necessary to lay down 650 feet of corduroy work covered with 400 loads of earth.

Mr. Barrett in his Report thus expresses himself:—

“On the summit of the mountain we meet with fine sugaries. In the valley below, which could easily be drained, we find a tract of land with rich and productive soil which could be advantageously settled. When this swampy valley is passed, sugaries are found in one unbroken range in the whole length of road both opened and unopened.

“We have this year seen with satisfaction that our courageous settlers have harvested a large quantity of oats, buckwheat, rye, &c., and neither the frost nor the heavy rains have seriously damaged these crops.

“It would require, I think, a further sum of \$2400 to build the road as far as the Township of Peterborough. Such an extension would be immensely advantageous to the Canadian settlers, because a large tract of fine country would be rendered accessible, and they would be rewarded a hundred-fold for their labor in clearing these lots.”

This road is verbalized.

COUNTY OF BERTHIER.

Alfred Road and St. Catherine Road.

Conductor—JÉRÉMIE LAPORTE.

| | |
|-------------------------------|----------|
| Amount appropriated - - - - - | \$500 00 |
| Amount expended - - - - - | 250 00 |
| | \$250 00 |
| Amount in hand - - - - - | \$250 00 |

The first of these roads, called the Alfred cross-road, commences at the church of St. Norbert, and terminates at the division line between the Seigneurie of Berthier and the Township of Brandon; the second, called the St. Catherine cross-road, which is but an extension of the first, terminates at the 9th range of Brandon. These roads have been completely opened for a number of years, but required repairs. With the sum of \$218 Mr. Laporte has improved and completed about six miles of these roads; $4\frac{1}{2}$ miles in Brandon, and one mile in that part of the Seigneurie of Lanaudière within the limits of the Township of Brandon, to the south-west of Lake Maskinongé, and also one-half mile in the Seigneurie of Berthier.

The cost of these improvements was at the rate of \$26 99 per mile. Three bridges have been built, two of which have been constructed by the settlers, and one of 60 feet in length by Mr. Laporte. There are several water powers, all in use, in the vicinity of these roads.

A valuable copper mine has, it appears, been discovered in the 10th range of the Township of Brandon. It is believed that the sum of \$200 would be sufficient to cover the cost of all the improvements required on this road. In Brandon the crop has been good, and has suffered no damage from frost or insects.

"The Township of Brandon," writes Mr. Laporte, "is almost completely settled, and the population has nearly doubled during the past 10 years. In the Township of Peterborough the population has increased very slowly, although the greater part of the Township is fit for settlement. This slow progress may be attributed to the want of means of communication. As a contrast, that portion of St. Didace which is in a Seigneurie, is being rapidly settled, because it has the advantage of having good colonization roads. The population of this tract has been quadrupled in 10 years."

COUNTY OF JOLIETTE.

Joliette and Matawin Road.

Conductor—MAXIME CRÉPEAU.

| | |
|---|----------|
| Balance of appropriation 1860 - - - - - | \$60 40 |
| Amount of appropriation 1861 - - - - - | 800 00 |
| | \$860 40 |
| Amount expended - - - - - | 400 00 |
| | \$460 00 |
| Balance in hand - - - - - | \$460 00 |

This road, which is a continuation of the Brandon Road, commences at lot No. 33 of the 2nd range of Joliette, and will terminate at the Matawin River. It is now accessible to summer vehicles as far as the 6th range, a distance of $7\frac{1}{2}$ miles from the starting point. One mile of road has been opened this year, half of which is passable in wheeled vehicles.

Mr. Crépeau writes as follows:—

"The road passes through a country where the soil is generally of good quality although stony. A portion of this tract is wooded with maple, birch and beech, and the remaining portion with spruce, cedar, and fir. Two miles further than the terminus of this road, there is a great quantity of excellent land, out of which fully one thousand acres have been taken up this fall by settlers from St. Norbert, St. Elizabeth, and St. Félix de Valois. At the present moment settlers are continually pouring in to visit the lots, and to select locations.

The Matawin Road will pass through this tract, and it will be extended through thousands of lots more or less adapted to settlement, as far as the proposed terminus, where it will have reached the fine lands of the Matawin. The advantages of the construction of this road would be to promote colonization on the lots of which I have before spoken, because there is no doubt that, from the date of its being opened, settlers will locate by thousands on its whole length. The pine-lumber trade will also be greatly favored by the opening of this road.

"The progress of settlement has been as follows:

"Six years since the Township of Joliette was uninhabited; it now contains a population of 360 souls. During the same period the population of the north-east part of the Township of Brandon has increased by upwards of 1000 souls. We find in the latter locality a large number of farmers in very good circumstances, and this progress is attributable to the establishment of colonization roads.

"A chapel was built during last year in the 11th range of the Township of Brandon, in which the Priest of St. Gabriel celebrates mass every fortnight. It is intended to construct another chapel this year in the Township of Joliette. Landed property has increased in value during the past few years by about two-thirds. The principal grains harvested are rye and oats. The crop suffered no damage this year. The first injurious frosts are only felt about the 15th October."

It is estimated that it will require \$3000 to complete this road.

COUNTY OF MONTCALM.

Kilkenny Road.

Conductor—LOUIS DUFRESNE.

| | |
|-----------------------------------|----------|
| Amount of appropriation - - - - - | \$150 00 |
| Amount expended - - - - - | 150 00 |

One mile of this road, which is to terminate at Wexford, was completed this year, commencing at the half of the 8th range and finishing at the half of the 9th range.

The soil on each side of this road, and even further in the interior, is composed of yellow loam, and is well adapted for settlement. The timber is mixed.

Mr. Dufresne writes:—

"Since the Government have opened this colonization road, settlement has increased by one-third, and property has increased in value in the same proportion."

A sum of \$900 is required to complete this road.

This road is verbalized.

COUNTY OF VAUDREUIL.

Bridges in Newton.

| | |
|---|----------|
| Balance of appropriation 1860 - - - - - | \$103 74 |
| Amount paid to Municipality in 1861 - - - - - | 103 74 |

A portion of this sum (\$43 34) was paid to a contractor who constructed a bridge in 1860, and the balance in building another bridge, 80 feet in length, in the 1st range of Newton.

This bridge has been received by three persons specially named as a jury of examination, and in their report they have certified that it has been built conformably to the plans and specifications annexed to the contract.

COUNTY OF ARGENTEUIL.

Roads in Mille Isles.

Conductor—WILLIAM STUART.

| | |
|-----------------------------------|----------|
| Amount of appropriation - - - - - | \$150 00 |
| Amount of expenditure - - - - - | 150 00 |

With this sum Mr. Stuart has repaired 17 arpents of road in the augmentation to the Township of Mille Isles, half of which distance is on the main road, and half in East Outlet. They have been thus rendered practicable for summer vehicles. He has also built three bridges, the 1st 45 feet in length, the 2nd 36 feet, and the 3rd 39 feet, the whole costing \$31. Moreover, he has laid down four arpents of corduroy work at a cost of \$56.

The crop at Mille Isles has been good this year, and has not suffered from frost. A new church was built in 1861.

Road in Morin.

Conductor—GEORGE HAMILTON.

| | | | | | | |
|-------------------------|---|---|---|---|---|----------|
| Amount of appropriation | - | - | - | - | - | \$100 00 |
| Amount of expenditure | - | - | - | - | - | 100 00 |

This sum has been expended in building two bridges of importance in the Morin section of the Argenteuil and Howard Road.

Mr. Hamilton, who has for some years conducted the operations with which he has been entrusted in a very judicious manner, makes the following report:—

"I am happy to be able to inform you that with the sum appropriated we have constructed two bridges, one of 105 feet in length, the other 65 feet, forming together 170 feet of bridging, conformably to the specifications which I had the honor of addressing to you.

"I was compelled to sacrifice a great deal of my time in superintending these operations, for which I have only charged two days foreman's labor, and in the interests of colonization, while I would never hesitate to make sacrifices, I think that I have expended the amount of the appropriation in a very advantageous manner."

North River and Wentworth Road.

Conductor—JAMES ARMSTRONG.

| | | | | | | |
|-------------------------|---|---|---|---|---|---------|
| Amount of appropriation | - | - | - | - | - | \$50 00 |
| Amount of expenditure | - | - | - | - | - | 50 00 |

This road, which extends towards the interior over a distance of 20 miles from North River to the Township of Morin, had been carelessly opened and required repairs. With the sum appropriated, the road has been made passable in summer vehicles over a distance of two miles from North River to the Wentworth Road. The soil on this road is of good quality in the valleys, but rocky and mountainous elsewhere. The vacant lots in the interior of the county are of the same nature and covered with fine forests of hardwood. Limestone and traces of iron ore are found in the vicinity.

Mr. Armstrong is of opinion that if the road were completed, and if free grants were made to settlers, a strong inducement would be held out which would eventually procure the settlement of the Crown Lands in rear of the County.

A sum of \$50 per mile would be required to complete this road.

West Gore Road.

Conductor—W. SMITH.

| | | | | | | |
|------------------|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | \$150 00 |
| Amount disbursed | - | - | - | - | - | 150 00 |

As Mr. Smith has not transmitted any report to this office, it is not in my power to give any details of the work done by him on this road.

Chatham and Wentworth Road.

Conductor—JOSEPH HUSTON.

| | | | | | | |
|------------------|---|---|---|---|---|---------|
| Appropriation | - | - | - | - | - | \$50 00 |
| Amount disbursed | - | - | - | - | - | 50 00 |

This road begins in front of the 10th range of Chatham, and is open to a distance of six miles, three of which are in Chatham and three in Wentworth.

In 1854 this road was open to a distance of five miles more in Wentworth, but this portion is not passable even for winter vehicles, and settlers who have taken up their residence in these parts, are compelled, in order to get out, to make a circuit of ten miles through Harrington and Grenville.

With the sum appropriated Mr. Huston has completed a mile of road, and he estimates the amount necessary to complete it at from \$50 to \$100 a mile.

Three bridges also will have to be built, one of which will be 30 feet in length, and the others 60 feet each; of these the cost will be about \$200.

The soil through which this road passes is good but irregular. The wood which covers it is mixed. Excellent farms are found from the sixth to the ninth ranges of Wentworth.

There are several water powers upon this road, and limestone is found in abundance.

Dalesville and Wentworth Road.

Conductor—JAMES CLARK.

| | | |
|--------------------------------------|---------|---------|
| Balance of the appropriation of 1860 | - - - - | \$50 00 |
| Amount disbursed | - - - - | 50 00 |

This balance was to be applied to the repair of certain parts of the road in front of the 10th range of Chatham, but as Mr. Clark has sent in no report, I cannot give the details of the work done by him.

Grenville and Arundel Road.

Conductor—HENRY MILWAY.

| | | |
|------------------|---------|----------|
| Appropriation | - - - - | \$100 00 |
| Amount disbursed | - - - - | 100 00 |

This road, six miles in length, begins at lot No. 15 in the sixth range, whence it is continued by lot No. 8 in the 8th range, and ends in the Government road.

The road has been merely opened this year.

Bridges have been built forming altogether a length of 145 feet, at an expense of \$25.

The soil along the road is of good quality, but stony, and covered with mixed wood.

There are several water powers upon it, upon one of which a flour mill has been built.

The Townships of Harrington and Arundel, especially the latter, are being rapidly settled.

A church has been erected by the settlers.

Mr. Milway thinks that to complete this road, which is verbalized, a sum of \$800 will be necessary.

COUNTIES OF ARGENTEUIL AND OTTAWA.

Grenville and Amherst Road.

Conductor—JOHN MCCALLUM.

| | | |
|--------------------------|---------|----------|
| Appropriation of 1859 | - - - - | \$550 00 |
| Amount disbursed in 1861 | - - - - | 550 00 |

This road begins deep in the augmentation to Grenville, and has been opened to a distance of seven miles as far as the valley of the River Maskinongé, which is situated close to the line between the Counties of Argenteuil and Ottawa. Of this, five miles have been completed, and two miles only opened.

Fourteen bridges, having an aggregate length of 168 feet, and 1200 feet of crossway have been built.

Several families have settled along the new road, upon which excellent land is found, and others also intend going thither.

Beyond the chain of mountains which runs through the centre of the surrounding Townships in a direction from east to west, more especially in the augmentation to Grenville, the land is more flat and consequently offers greater advantages to settlers.

At the present time two new churches are being erected in the augmentation to Grenville.

With the view of reaching the fine land lying in the back parts of this Township, Mr. McCallum has judiciously caused his road to pass through the beautiful valley of the Maskinongé River.

This river takes its rise in the Township of Ponsonby, in the County of Ottawa, and falls into the Red River between the Townships of Grenville and Harrington, about 14 miles from Ottawa.

COUNTY OF OTTAWA.

Wakefield and Portland Road.

Conductor—W. HAMILTON.

| | | | | | |
|--------------------------|---|---|---|---|----------|
| Appropriation of 1860 | - | - | - | - | \$800 00 |
| Amount disbursed in 1861 | - | - | - | - | 800 00 |

This road begins at lot No. 17 in the 1st range of Wakefield, passes through Templeton, and is to end in Portland at a distance of 12 or 14 miles from its point of departure.

Eight miles and nine arpents of road have been opened this year, and of this distance two miles and nine arpents have been completed. More than 460 yards of crossway have been constructed, and more than 1000 yards still remain to be built in the remaining portion of the road.

This road, including bridges, has cost about \$380 a mile.

"The soil," says Mr. Hamilton, "where it is not broken by mountains or rocks, is of the best quality. The woods most commonly met with are maple, black birch, basswood, elm, hemlock and white birch.

"This road passes through one of the finest agricultural tracts in Lower Canada, and its opening will cause the Townships of Portland, Denholm, Bowman, Bigelow and Wells, in which there are immense tracts of beautiful land, to be settled rapidly.

"The distance of this land from the City of Ottawa is not more than 25 or 30 miles.

"So great has been the advantage reaped from this road already, that nearly the whole of the north-east part of Wakefield has been sold by the local agent during the last twelve months, and I am certain, if the Government have this road completed in the coming summer, that five hundred settlers will take up their residence in Denholm and Bowman.

"The Prussian emigrants who have settled in Bowman travel over this road.

"In these parts there are a great many water powers, plenty of limestone, and indications of iron, copper and lead mines.

"To my knowledge, more than 400 families have settled in these Townships during the last two years.

"A large proportion of the pine has been removed, but there is still enough left to supply the future wants of the settlers.

"The crops have escaped the attacks of the fly, and have been more abundant than in the Townships situated upon the Ottawa.

"His Lordship the Bishop of Ottawa is at present building a church upon the line between Wakefield and Portland."

It is calculated that \$5000 will be required to complete this road.

COUNTY OF PONTIAC.

Litchfield and Mansfield Road.

Conductor—MICHAEL HUGHES.

| | | | | | |
|------------------|---|---|---|---|----------|
| Appropriation | - | - | - | - | \$500 00 |
| Amount disbursed | - | - | - | - | 500 00 |

This road begins at the line between lots 8 and 9 in the 1st range of Litchfield, and ends at lot No. 1 in the 7th range of the same Township, where it joins the line of division between Litchfield and Mansfield.

The proposed length of the road is between ten and eleven miles.

Six miles have been opened; of this distance two miles are completed, and the other four are passable for summer vehicles; but this portion is not yet finished, and will require to be widened in some places.

The cost of the completed road, exclusive of bridges, has been about \$100 a mile.

Ten bridges, measuring altogether 100 feet in length, have been built at a cost of \$100. 200 feet of crossway and brushwork have also been laid at a cost of \$50.

The land along a part of this road consists of black soil lying upon a bed of blue clay. The wood is principally pine, oak, white birch, basswood and maple; in other parts the road runs over a sandy and stony soil, where the hardwood prevails.

The land is generally good and very favorable to lumbering.

There are several good water-powers along the road.

Mr. Hughes thinks that a sum of \$1000 will be necessary to complete this road, which is verbalized.

COUNTY OF GASPÉ.

Magdalen Islands Mail Road.

Conductor—A. E. CHEVRIER.

| | | | | | |
|--------------------------|---|---|---|---|----------|
| Appropriation of 1860 | - | - | - | - | \$300 00 |
| Amount disbursed in 1861 | - | - | - | - | 300 00 |

With the sum appropriated Mr. Chevrier has repaired two miles of the road running over an irregular tract intersected by marshy *savannes*. This was the portion most in need of repair, for it is the part travelled by the inhabitants of the villages of Bassin, Le Moulin and Anse à la Cabane, in order to reach Amherst, to which place they convey the produce of their fishery.

These repairs entailed a great deal of work on account of the marshy nature of the soil and the great number of drains and bridges which it was necessary to construct. In one place it was even necessary to clear away and make the road afresh, in order to render it passable.

Mr. Chevrier has also opened a new road from West Point at L'Etang des Caps, which is situated at the extremity of Amherst, towards the other Islands of Cap-aux-meules and Alright, with which Amherst is connected by banks of sand.

About fifty arpents of road have been thus opened through woods and *savannes*; and of this a part has been crosswayed.

A sum of \$31.10 remaining in Mr. Chevrier's hands will be employed during the winter in conveying the timber required for the construction of a bridge.

According to Mr. Chevrier's estimate, a further appropriation of \$150 will be required to complete this road.

The Peninsula and Anse au Griffon Road.

Conductor—JOHN HUBLEY.

| | | | |
|--------------------------------------|---|---|----------|
| Balance of the appropriation of 1858 | - | - | \$166 75 |
| Amount disbursed | - | - | 166 75 |

This balance has been applied, during this year, to the completion of ten arpents of road, two of which have been laid with brush and crosswayed.

Two bridges, measuring together 97 feet, have also been built.

Anse à la Louise Road.

Conductor—JOHN HURLEY.

| | | | | | | |
|-------------------|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | \$340 00 |
| Amount disbursed | - | - | - | - | - | 150 00 |
| Balance remaining | - | - | - | - | - | \$190 00 |

About 1.4 arpents of this road have been completed, four arpents of which have been laid with brush; a bridge 96 feet in length has also been built.

The timber necessary for this purpose had to be brought from a great distance at an expense of \$140.

Percé Road.

Conductor—GEORGE LEBOUTILLIER.

| | | | | | | |
|-------------------|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | \$340 00 |
| Amount disbursed | - | - | - | - | - | 200 00 |
| Balance remaining | - | - | - | - | - | \$140 00 |

This road begins at the western extremity of Irishtown in the Township of Percé, and is to end at the western boundary of that Township.

It has been opened to a distance of two and five-eighth miles, of which one mile and three quarters has this year been completed, so as to be passable for wheeled vehicles.

The part of the road which is completed cost \$410.48, including some small bridges which have an aggregate length of 90 feet.

Mr. LeBoutillier in his report makes the following suggestions:—

“At the point to which the road has now been extended, it is absolutely necessary that a thoroughfare should be opened to the water's edge; for otherwise, the lots being held by persons living opposite on the first concession, it will be necessary for them to make a circuit of 12 miles to get there. The settlers assert that these by-roads are more necessary even than the high road, and should be made at once. When we consider that they only devote to the labor of clearing their new land such time as they can spare from the more congenial occupation of fishing, it will be seen that they are right. It will be some time yet before they devote themselves exclusively to agriculture, and both occupations cannot well be followed at the same time by the same persons.”

The Norwegians' Roads.

Conductor—JOHN EDEN.

| | | | | |
|---------------------------------------|---|---|---|----------|
| Balance of the appropriation of 1860. | - | - | - | \$325 00 |
| Appropriation of 1861. | - | - | - | 600 00 |
| | | | | \$925 00 |
| Amount disbursed | - | - | - | 925 00 |

Two new roads have been opened; the first, called the lower road, begins at lot No. 37 in the first range north, and extends as far as the second range; the second, known as the upper road, begins at lot No. 40 in the first range north, and also extends as far as the second range.

These roads are situated in the Township of Malbaie.

The first of these roads has been opened to a distance of 7582 feet, is about 12 or 15 feet wide, and is fit to be travelled in wheeled vehicles.

The second has been opened in the same complete manner to a distance of 6600 feet; besides which 900 feet have been merely opened.

Mr. Eden has also opened a road 600 feet in length, across a savanne, from lot No. 28, in the first range north, to lot No. 18 in the first range south.

In the Township of Douglass 5023 feet have been simply opened.

In order to reach the Norwegian settlement in the second range, it will be necessary to open another mile of road beyond each of the two new roads.

Five bridges, having an aggregate length of 207 feet, have been built upon these roads, besides 29 feet of crossway.

It will be necessary to erect a bridge over the principal river, the cost of which is estimated at \$200.

"The nature of the soil where the settlers have taken up their residence," says Mr. Eden, "is excellent, and well adapted for cultivation. The wood consists of white birch, maple, cedar, white pine and fir.

"These new roads would be very useful if they were continued in a straight line as far as the Township of Douglass or Gaspé Basin, and would throw open to colonization a tract of the finest land in the District of Gaspé; they would shorten the roads from the Basin of Malbaie by nearly twelve miles.

"Several water powers are found along these roads.

"During the present year about 400 settlers, from Norway and Sweden, and a few from New Brunswick, have taken up their residence to the north and south of Gaspé Bay, at Cap Rosier, Sydenham, Douglas, and more especially the Basin of Malbaie.

"A small quantity of lumber has been got out during the present year, and there is not more left than will suffice for the wants of the settlers.

"During the present season, I have also employed a certain number of labourers in constructing crossway and small bridges on the road opened last year. I have also cut down a hill six feet high and 338 feet long, and in the lower road I have blasted about 25 tons of rock."

Mr. Eden estimates that a sum of \$1500 will be required to complete these several roads.

Pointe au Maquereau Road.

Conductor—JAMES McISAAC.

| | | | | | | |
|------------------|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | \$120 00 |
| Amount disbursed | - | - | - | - | - | 120 00 |

This road begins at McKeon's bridge, in the Township of Newport, and extends as far as the line between the Counties of Gaspé and Bonaventure, a distance of three miles.

It is opened throughout its whole length, and may be travelled in summer vehicles, but is not yet finished.

A certain extent of crossway has also been built.

The land along the road is, for the most part, adapted for cultivation; the wood is of little value.

This road is very useful to travellers and for the carrying of the mails.

It is estimated that \$200 will be necessary to complete it.

COUNTY OF BONAVENTURE.

Roads in Port Daniel.

Conductor—WILLIAM McLEOD.

| | | | | | | |
|------------------|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | \$100 00 |
| Amount disbursed | - | - | - | - | - | 100 00 |

The roads known as the Mill Road, and the Thomson and Duncan Road, have this year been opened, the first to the distance of a mile, and the second to a distance of half a mile. These roads are passable for wheeled vehicles.

The proposed length of each of these roads is nine miles.

A bridge will have to be built on the Mill Road, the cost of which is estimated at \$300.

These roads runs through a considerable tract of land adapted for cultivation,

covered with maple, black birch, pine, tamarack and cedar. Many excellent water powers are found along them, and also limestone.

Mr. McLeod thinks that \$270 a mile will be required to complete the first of these roads, and \$100 a mile the second.

Les Rapides Road.

Conductor—NICHOLAS CAVANAGH.

| | |
|----------------------------|---------|
| Appropriation - - - - - | \$40 00 |
| Amount disbursed - - - - - | 40 00 |

This road begins at the Church of St. Bonaventure, in the Township of Hamilton, and ends at the Rapide Plat.

This road had been already opened but not finished, and with the sum appropriated Mr. Cavanagh has completed about eight arpents of road.

The land along this road is good and well adapted for cultivation. There is plenty of wood, and colonization has advanced with rapid strides since the road has been opened.

A sum of \$600 will be necessary to complete this road as far as the Rapide Plat.

Road in Hamilton.

Conductor—JEAN ALAIN.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$200 00 |
| Amount disbursed - - - - - | 200 00 |

On the 30th of October last Mr. Alain wrote that with one-half the appropriation he had opened 1350 feet of road, of which 700 feet had been laid with brush.

As Mr. Alain has made no further report, it is not in my power to say how much road he has made with the balance of the appropriation.

Road in New Richmond.

Conductor—WILLIAM MONTGOMERY.

| | |
|----------------------------|---------|
| Appropriation - - - - - | \$60 00 |
| Amount disbursed - - - - - | 60 00 |

With this sum Mr. Montgomery has completed a mile and a-quarter of road between the second and third ranges.

The lands in the rear of this Township are excellent, and if this road were continued, Mr. Montgomery says that the third, fourth, and fifth ranges would be settled in a short time.

North River Road.

Conductor—WILLIAM ROSS.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$200 00 |
| Amount disbursed - - - - - | 200 00 |

This road begins at the *Barachois de Nouvelle*, in the Township of Hope, and is intended to run back eight miles.

Mr. Ross has made and completed about 420 feet of road from the bank towards the solid land.

He was compelled to lay foundations of wood to a height of four feet in some places, which were subsequently covered with faggots and gravel, but the tides were so high last autumn that the road will have to be raised a foot and a-half more in order to keep it above the level of the water.

In this work there were used not less than 50 tons weight of timber, which was furnished by the persons interested in the road.

This part of the road is very difficult to make, and the most determined labor was necessary to make it passable. The work however is well done, and gives ample satisfaction to those interested.

All the lands through which the road is to pass is good and adapted for cultivation. All kinds of wood are found upon it. This road will throw open to colonization some thousands of acres of good land.

A grist mill has been built,

To complete the road over the basin, \$200 more will be necessary. The rest of the road will cost from \$140 to \$300 a mile.

Roads in Maria.

Conductor—JOSEPH MICHAUD.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$300 00 |
| Amount disbursed - - - - - | 300 00 |

The roads opened by Mr. Michaud are :

1st. A continuation of the road from the second to the fourth concession.

2nd. A new road from Irish Settlement to the great river Cascapedia, in rear of Mr. Outhbert's mill.

The first of these roads begins at the line between the properties of François Serré and Isaac Leblanc, and is finished as far as the fourth concession; the extent of road thus completed is 6570 feet.

The second road begins at the line between the properties of the Rev. Mr. Alain and Mr. McGregor, and extends as far as Beaver Dam Creek, over which Mr. Michaud has built a bridge 116 feet in length. 2420 feet of this road have been merely opened.

The cost of the completed road has been about \$100 a mile, exclusive of the bridges.

Some pieces of crossway have been built, and some still remain to be laid.

"The soil along these roads" says Mr. Michaud, "is adapted to cultivation, the wood being principally white birch and maple with a little cedar.

"The road from the second to the fourth concession offers great advantages to the settlers who have taken up their residence upon it, as it furnishes them with a means of communication with the seaboard by which they can transport their produce and lumber.

"The road from Patricktown to the great river will also prove very serviceable to residents in that locality, and will enable them to carry their grain to the mill.

"There is a limestone quarry in Patricktown.

"The colonization of this Township would proceed much more rapidly if the road were continued as far as the sixth concession, as there is a tract of good land, several miles in length, in the rear. There are persons who only await the opening of the road and the surveying of the land, to go and settle there.

"The grain crops have been entirely free from the attacks of the midge or wheat-fly, and in the new land the crop of potatoes has been good."

A sum of \$800 will be necessary to complete the road from the fourth concession to Lake Mamkiswi, in the sixth concession, and a further sum of \$200 will suffice to complete the Irish Settlement Road.

Paspebiac Road.

Conductor—ANDRÉ LOISEL.

| | |
|----------------------------|---------|
| Appropriation - - - - - | \$60 00 |
| Amount disbursed - - - - - | 60 00 |

This road begins near the church of Paspebiac and runs towards the interior, which as one has yet been able to reach, except through the woods in the winter, for want of a road.

This road had been opened to the distance of one mile and a-half before, and this year it has been continued 15 arpents further across a *savanne* nearly covered with water, but this portion is not completed.

There will be three bridges to build, one 30, the second 50, and the third 200 feet in length; the cost of these bridges is estimated at \$600. There will also be two miles of crossway to lay.

In his report Mr. Loisel makes the following statements:—

“In the rear of Paspebiac there is a large tract of land of excellent quality; it is covered with a forest of maple and other hard woods, continued with a gentle slope towards the interior to a great distance, as also to the right and left.

“If this road was continued ten miles further, the advantage to colonization would be very great. Most of our fishermen are only waiting for a road to go and work on the concession lands which they have taken, and others will do the same, as soon as this road which has been so long called for, is completed.

“There are some magnificent water powers upon the river Nouvelle; there are also indications of limestone upon the surface, though no quarry has yet been discovered.

* * * * *

“As to the statements which you ask for, respecting the progress of colonization, I am vexed to have to tell you that there has been hardly any, owing to there being no road, either in the neighborhood or into the interior. This is the great and only obstacle, which I hope will soon disappear.”

The grain harvested this year was not at all injured by the frost or fly.

It is estimated that a sum of \$1,000 will be required to complete the road, exclusive of the bridges.

Road in Mann.

Conductor—SAMUEL SOOK.

| | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|------|----|
| Appropriation | - | - | - | - | - | - | - | \$60 | 00 |
| Amount disbursed | - | - | - | - | - | - | - | 60 | 00 |

This is a continuation of the Kempt Road, and ends at the Mission Road, a distance of about three-quarters of a mile.

Of this extent one half has been opened during the present year, the other half having been previously so.

A piece of crossway, 400 feet in length, has been begun, but is not yet finished.

The land in this locality is excellent, and is covered with hardwood, fir, &c.

Mr. Sook thinks that \$200 will be necessary to complete this road.

New Carlisle Central Road.

Conductor—JAMES FLOWERS.

| | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|------|----|
| Appropriation | - | - | - | - | - | - | - | \$60 | 00 |
| Amount disbursed | - | - | - | - | - | - | - | 60 | 00 |

This road begins near the English Church at New Carlisle, and is to be continued to a distance of eight miles, as far as the settlements situated at the upper part of the river Bonaventure.

About 5½ miles of it are now open.

This road, which was commenced in 1857 by Mr. Wm. McDonald, has been continued this year by Mr. Flowers, who has opened a mile and a-half of it, of which distance eleven arpents may be travelled in summer vehicles; the remainder, which runs over a *savanne*, is only practicable for winter vehicles.

It is situated in the Township of Cox.

A bridge 60 feet in length has been built, and another, situated in the part which was opened by Mr. McDonald, has been repaired.

This road passes through a very rich tract of land, and many fine settlements have been made upon it. The woods are maple, white birch, pine, fir, and cedar.

A hundred settlers might fix their habitations along the road itself, and further back to the north there is a large tract of fine land capable of containing a population of from 7,000 to 8,000 inhabitants.

There is a magnificent water power on the Cuthbert brook in the part of the road which is not yet opened. A bridge 70 feet in length, will have to be built over this brook and will cost, it is estimated, \$100.

An abundant supply of limestone is also found along the road.

Mr. Flowers thinks that it will be necessary to appropriate \$200 to complete the five miles of road already opened, and a further sum of \$500 to complete the road as far as the river Bonaventure.

At Bonaventure a magnificent Catholic church, which cost £3,000, has just been finished, and two Protestant churches have been begun at Port Daniel.

The road is verbalized.

New Glasgow Road.

Conductor—A. A. NICOL.

| | | | | | | |
|------------------|---|---|---|---|---|---------|
| Appropriation | - | - | - | - | - | \$60 00 |
| Amount disbursed | - | - | - | - | - | 60 00 |

This road takes its departure from the Kempt road, near the residence of Mr. Henry Downs in Ristigouche, and is completed to some distance beyond the bridge over the Little River.

About two arpents have been completed this year, and a bridge 77 feet in length has been repaired at a cost of \$32.

The land in this neighborhood is of good quality, and is covered with white birch, maple, cedar, tamarac and fir; nearly all the land has been already taken.

It is proposed to open three new roads in Ristigouche, which will be very beneficial to colonization, as they will give access to a considerable extent of the most fertile land in the Township, lying between the western branch of the Little River and the Metapedia River; this land is covered with the best of wood.

There are some considerable water powers in the neighborhood of the road, and also upon the proposed line of road.

Limestone is everywhere found in abundance.

"The progress of colonization," says Mr. Nicol, "has been retarded by the lack of roads by which to reach the vacant lands of the Crown, but in the adjoining Township of Metapedia a new settlement has been formed within the last two years, comprising more than a hundred families, who are in a prosperous condition.

"As a general rule the wood has been cut; but enough remains to supply the requirements of the settlers.

"The crops in these parts have been pretty good, and tolerably free from the attacks of the fly.

"It is a fact, established by the observation of several years, that potatoes planted in new land are not so subject to disease as those planted in the old clearings."

A further appropriation of \$300 will be required for the completion of this road.

Glen Settlement Road.

Conductor—JOHN G. FAIR.

| | | | | | |
|--------------------------|---|---|---|---|----------|
| Appropriation of 1860 | - | - | - | - | \$100 00 |
| Amount disbursed in 1861 | - | - | - | - | 100 00 |

Of this road, which begins at the second concession of the Township of Nouvelle, and runs westward as far as the lake, Mr. Fair has completed about 42 chains; of these 15 have been opened through the forest, the remaining 27 having been previously opened. It has also been found necessary to remove a great number of boulders.

This road is now open to an extent of four miles from the highway, and gives access to a tract of fine land.

Acadians' Road.

Conductor—JOSEPH N. VERGE.

| | |
|----------------------------|----------|
| Appropriation | \$200 00 |
| Amount disbursed | 200 00 |

This road takes its departure from the River Matapedia, in the Township of the same name, and is continued for 1½ miles to a temporary chapel built by the Acadians.

This has only been opened as a winter road.

The quality of the land along this road is good; it is covered with white birch, maple, and cedar, and is very well adapted for the formation of agricultural settlements.

COUNTY OF RIMOUSKI.

Bridge over the River Tortigon.

| | |
|----------------------------|----------|
| Appropriation | \$199 00 |
| Amount disbursed | 66 38 |

| | |
|-----------------------------|----------|
| Balance remaining | \$132 67 |
|-----------------------------|----------|

This bridge, now in course of construction, is situated on the Sandy Bay Road.

It was given out by contract on the 14th October last to Mr. Edouard Landry, to be built according to the plan and specification furnished by the Municipal Council of the Township of McNider, for the sum of \$199.

This bridge is to have 100 feet of roadway from the edge of one pier to the other, and is to be completed on the 15th of next March.

To guard against accidents by fire, the contractor has bound himself to cut down the trees over a space of three quarters of an arpent square at the northern end of the bridge, and half an arpent square at the southern end, and then to burn these spaces over and rake them clean.

Bégon Road.

Conductor—THOMAS P. PELLETIER.

| | |
|----------------------------|----------|
| Appropriation | \$250 00 |
| Amount disbursed | 250 00 |

The proposed length of this road is 30 miles, of which 18 have been traced. It is now in a condition to be travelled by summer vehicles to a distance of five miles. It begins at the line between the Seigneurie of Trois Pistoles and the Township of Bégon.

Mr. Pelletier has this year opened 22 arpents of road to the south of the river Bonabou-cachée; he has also had 160 feet of roadway built, having an average height of three feet, in order to provide against the overflowing of the river, which made that part of the road dangerous in the spring.

He has also built an arpent and a-half of crossway, so as to provide settlers at a distance with means of transporting their crops.

These various works have cost \$84 42.

Mr. Pelletier has retained the balance of the appropriation in hand with the hope that the department will be pleased to authorise him to indemnify those settlers who, in 1860, generously contributed to the building of the Bonabou-cachée bridge by demanding only half of their wages, in hopes however that the Government would grant them the other half another year.

"This road," says Mr. Pelletier, "passes through soil which is generally good and adapted for cultivation: it is covered to the south with pine, tamarac, fir, cedar, and maple.

"This road promotes colonization; the old settlements increase in extent every year, new ones spring up, and thanks to the assistance of the Government in furnishing seed grain last spring, and the building of the bridge over the River Bonabou-cachée which allowed

of the sowing, in May last, of the most fertile of the lands situated to the south of that beautiful river, the crop this year will be three times as great as that of any preceding year.

"This new route furnishes the settlers in Bégon, at the present time, with the means of easily exchanging their surplus crops with the traders.

"The magnificent sugaries, situated in the upper part of this Township, have been worked on a much larger scale since the opening of the road in question.

"There are several water powers, upon two of which mills are being built, but I have not met with any limestone quarries, or any trace of veins of iron ore or any other useful mineral. * * * * * Since the opening of the Bégon road, colonization has advanced with rapid strides, and the population has been nearly quadrupled.

"Last October a site for a church was fixed upon by the ecclesiastical authorities, in the Township of Bégon to the south of the river Bouaboussachée.

"The increase in the value of landed property since the opening of a road in the Township of Bégon has been at the rate of 400 per cent.

"The grain grown in the greatest quantity in the neighbourhood of the road under my superintendence, consisted of wheat, barley, oats, rye and peas.

"The frost and the fly did no injury to the crop this year."

The sum necessary to complete this road as traced will amount to about \$2,000.

St. Eloi Road.

Conductor—CHARLES THERIAULT.

| | | |
|------------------|-----------|----------|
| Appropriation | · · · · · | \$420 00 |
| Amount disbursed | · · · · · | 420 00 |

This road begins at the third range of Denonville, and is open as far as the Taché road.

Mr. Thériault began his labors at the Taché road; working from thence he has cleared sixteen arpents of road, and completed fourteen to a width of twenty feet.

Several small bridges have been built, and six arpents of road have been laid with brush and subsequently covered with sand.

The bridge over the river Mariaquaiche, which was in a ruinous condition and exposed the settlers to considerable danger, has been rebuilt this year in a substantial manner. It is 130 feet long.

Isle Verte Road.

Conductor—J. ET. FRASER.

| | | |
|--------------------------------------|-----------|----------|
| Balance of the appropriation of 1860 | · · · · · | \$ 32 15 |
| Appropriation of 1860 | · · · · · | 250 00 |
| | | <hr/> |
| | | 282 15 |
| Amount disbursed | · · · · · | 282 15 |

This road is now open as far as the Taché Road, which here passes over the boundary line between the 8th and 9th ranges of the Township of Viger.

About one mile and five arpents have been opened this year, and of this a part is completed.

Thirteen arpents of crossway have been laid, and a bridge 18 feet in length has been built. Besides this a bridge, 156 feet in length and 18 feet wide, which had been destroyed by fire, has been rebuilt. Eight arpents of old road have also been repaired.

Two bridges will have to be built on this road; one over the river Mariaquaiche, estimated to cost \$100, the other over a stream, which will cost \$50. The settlers are absolutely in want of these two bridges, as they are going in great numbers to take up their abode in this neighborhood.

"The upper part of the 8th range as well as the 9th," says Mr. Fraser, "gives

promise of being very advantageous to colonization. The soil is of the best quality, and the forest is the finest I have ever seen. Everywhere we find extensive sugaries which are now worked, and some of the Indians employed upon the road told me that the Taché road could not be better located than in this place."

A sum of \$150 will be necessary to complete the road, exclusive of the bridges.

Viger Road.

Conductor—L. M. LAPOINTE.

| | |
|----------------------------|----------|
| Appropriation | \$250 00 |
| Amount disbursed | 250 00 |

This road, which begins at the post between the seigniorship and the Township of Viger, is now open as far as the 12th concession, less seven or eight arpents.

26½ arpents of road over the 11th range of Viger have been opened and completed this year, and this gives an extent of seven miles of road fit to be travelled in summer vehicles.

Three arpents of crossway have cost \$36.

As the part of the road situated on the 5th and 6th concession is out of repair in consequence of the great traffic and the little care bestowed upon it, there being but few settlers there, Mr. Lapointe suggests that a part of the appropriation of next year should be applied to making the necessary repairs.

(Extract from Mr. Lapointe's Report.)

"In support of what I have said of the excellence of the land in the concessions beyond the 7th, I will here mention a fact which excited the admiration of several well informed persons. The road over the 8th and half the 9th concessions had never been sown with hay seed except with what had fallen from a few bundles of hay carried by persons going to see the lands in the vicinity during the first year it was opened; this part of the road would this year have yielded 800 bundles of hay if it had been made in the proper season; some would even have estimated it at 1000 bundles. The land which is being cultivated on the 1st and 2nd concessions can never yield us hay so long and so well headed as that grown in this place. Beyond the 9th concession the manufacture of maple sugar is actively carried on. Thirty-six sugar houses have been built on both sides of this road, which produce, on an average, about 25000 pounds of sugar every year. Were the road continued as far as the maple forests mentioned in my preceding report, this number would be quadrupled in a few years. * * * * *

"Colonization is advancing with rapid strides in Viger; I do not think that any of the adjacent townships can compete with it in respect of progress. Its population, which in 1851 amounted to only 40 souls, now reaches a total of from 1000 to 1100.

"Only one chapel has been built in Viger; a site for another is, however, under consideration.

"The value of real property has been doubled within four years in several places, and as exceptions some properties have been quadrupled in value. My neighbor's farm was offered to me for \$300 four years ago; now the proprietor refuses \$800 for it, and he will get more. I know settlers, who with young families, began the clearing of the lots which they occupy eight, ten, and twelve years ago, whose whole stock consisted of a hoe, an axe and sometimes a horse; now these settlers would not give up their possessions for less than from \$1000 to \$2000. A friend of mine who expended \$125 in the purchase of lots in Viger, ten years ago, now holds property worth \$6000. He told me a few days since that he expected to pay the priest this year the tithe of 800 bushels of good grain, and one or two other individuals might say as much."

Two saw-mills have been built, one in the seventh and the other in the eighth range.

At the end of the road as opened, a bridge will have to be built over the River Senescope, the cost of which is estimated at from \$80 to \$100.

This road is only verbalized so far as that portion situated in the first four concessions is concerned.

St. Modeste Road.

Conductor—N. MIVILLE.

| | |
|------------------|----------|
| Appropriation | \$250 00 |
| Amount disbursed | 250 00 |

This road begins at the third rangé of Whitworth, and is to end at the Temiscouata road.

Fifteen arpents of road have been levelled this year; it is now open as far as the line between the eighth and ninth ranges.

Although this road is not finished, it is, however, in a fit state to be travelled by summer vehicles as far as the Taché Road, a distance of six miles.

Several small bridges have been built, as well as two arpents of crossway and brush-work covered with earth.

Mr. Miville has, moreover, repaired the road over the sixth concession, where there were some large boulders. That over the fifth concession will also require repairs.

The following statements are extracts from Mr. Miville's Report:—

"The third, fourth, fifth, sixth and seventh concessions of Whitworth are stony, but the soil is very good. The other higher concessions are as good as can be desired, and will be very easy to colonize.

"The land is covered with fine hardwood, such as maple and birch of an extraordinary height and girth; the first concessions above mentioned are covered with soft wood of all kinds.

"The advantages which this road offers to colonization are certainly incalculable, as there are a great many concessions to be opened abounding in excellent land, especially if it be continued to the Lake Temiscouata road, which will establish direct communication between these settlers and those of Madawaska and New Brunswick.

"There are ten or twelve water powers in the Township of Whitworth, and also a limestone quarry of superior quality in the ninth range. * * * * *

"The grain grown in the greatest quantity consists of barley, peas, rye, oats and buckwheat. None of these different kinds of grain suffered this year from the frost or the fly; wheat also does very well here. * * * * *

"I am happy to tell you that many clearings have been made in the ninth range of our Township this autumn; our young men are enterprising enough to go in advance of the road, in the hope that it will be continued as far as the Lake Temiscouata Road. Several persons have told me that all the concessions as far as the Lake road are well adapted for cultivation, and may be easily colonized; and the communication that the settlers will thus have with the inhabitants of New Brunswick will enable them to procure the necessaries of life with greater facility, an advantage which will be shared by the inhabitants of Cacouna, St. Arsène and Isle Verte.

"I will conclude by informing you that the impulse towards opening up our forests has been sensibly felt during the last few years; young men no longer talk of emigrating to the United States, but all think of clearing our forests and possessing themselves of Canadian soil; they understand and appreciate the efforts which our Government is making to open these roads for the sole purpose of enabling them to settle near their native parishes, and live there honorably, without being compelled to expatriate themselves to a strange land, there to lose their health, their morals, and the religion of their ancestors."

Mr. Miville is of opinion that a sum of \$3400 will be required to complete this road as far as the Temiscouata road.

COUNTY OF KAMOURASKA.

Chapais Road.

Conductor—MAURICE BOSSÉ.

| | |
|----------------------------------|----------|
| Balance of appropriation of 1860 | \$251 74 |
| Amount disbursed in 1861 | 251 74 |

With this balance Mr. Bossé has resumed his labours where he left off two years ago.

and has made twenty-four arpents and three perches of road across a stony *savanne*, which he was obliged to lay with brush, and which will have to be covered with earth. This *savanne* extends two miles further, and then in the direction of the Taché Road the land becomes fit for clearing. Beyond this latter road as far as the Province Line the land is of very good quality.

The bridge built in 1859 over the River Ouelle has been unfortunately destroyed by fire, notwithstanding all the precautions which were taken in clearing the approaches. This bridge, which was 122 feet in length and cost \$163, must of necessity be rebuilt.

COUNTY OF L'ISLET.

Arago Road.

Conductor—P. C. FOURNIER.

| | |
|------------------|----------|
| Appropriation | \$500 00 |
| Amount disbursed | 500 00 |

Mr. Fournier has this year completed the piece of road previously opened, besides 22 arpents of new, and six arpents have been merely cleared.

This road is now opened to a distance of two miles, of which one mile and three-quarters may be travelled in summer, and one-quarter in winter vehicles only.

The cost of the road, exclusive of bridges, has been about \$520 a mile.

Several bridges, having an aggregate length of 79 feet, have been built at an expense of \$51.

"If we may judge," says Mr. Fournier, "from the number of settlements which are to be found in the vicinity of the road, the soil would seem to be very well adapted for cultivation.

"This road will be very advantageous to the colonization of the Crown Lands, especially if it should soon be continued as far as the Taché road, or even beyond it, for it is a fact worthy of observation that the further we go south, the better we find the land to be, and the clearer of stones, which are but too common in our more immediate neighborhood. This road will moreover be of great service in the getting out of our forest produce, as there is still much merchantable lumber to be found there."

Several water powers exist in the neighborhood of the road.

The harvest in this vicinity has been very good this year, and the grain was not injured by the frost or the fly.

According to Mr. Fournier's estimate a sum of \$5500 will be required to complete this road.

Elgin Road.

Conductor—STANISLAS DRAPEAU.

| | |
|------------------|-----------|
| Appropriation | \$2500 00 |
| Amount disbursed | 2500 00 |

Three miles and thirteen arpents of road were completed in 1861, and of this 16½ arpents were laid with brush. It has also been found necessary to make 18½ arpents of ditches in order to drain the land.

Besides this, twenty arpents of crossway, begun in 1860, have been completed at a cost of \$160.

Two large bridges have been built over the Black River, one 133 and the other 132 feet in length; 23 small bridges, having a total length of 112 feet, have also been built. These bridges have cost \$268.

The cost of the completed road, exclusive of the bridges, has been \$592 a mile.

Mr. Drapeau in his report makes the following statements:—

"About 5½ miles of road still remain to be made before reaching the Province Line. As this tract is more elevated and less hilly, I estimate the sum necessary to complete the work of opening this road as far as the Province Line at \$3,000. For the sake of those

families who have settled along the frontier, it is to be hoped that this road will be completed during the coming season.

"The soil is generally fertile, although it is stony in some places; soft wood predominates. However the aspect of the country changes rapidly as we approach the Taché road; there the soil becomes less stony, and hardwood is found in greater quantity. It is asserted that the value of the lands situated in the interior of the cantons crossed by the Elgin Road is still greater, and the quality of the soil still better. * * *

"No injury was done in these parts by the frost or the fly this year.

"Several saw mills are at work and doing enough to supply the wants of the settlers.

"Steps are now being taken to ascertain what means must be employed for the erection of one or two chapels during the winter."

Taché Road.

Conductor—STANISLAS DRAPEAU.

| | |
|-------------------|-------------|
| Appropriation | \$12,300 00 |
| Amount disbursed | 6,500 00 |
| Balance remaining | 5,800 00 |

The extent of road made in 1861 amounts to eleven miles and three arpents, which is fit to be travelled in wheeled vehicles.

An extent of 22 arpents has been crosswayed; part of this is situated on a savanne not provided with the wood necessary for this kind of work, which consequently had to be brought from a considerable distance upon men's shoulders.

It has also been found necessary to make large ditches over an extent of 14½ arpents, at an expense of more than \$130.

Forty-six small bridges have been built over streams; these have a total length of 202 feet and cost \$190. Three large bridges, measuring together 291 feet, have also been built over the Black River at a cost of \$390 19.

The cost, exclusive of the bridges, has been \$494 a mile.

The Taché road, the proposed length of which is 209 miles and 46 chains, is now open and in a fit condition to be travelled in wheeled vehicles to a distance of 46½ miles, viz.: eight and a-half miles in the County of Kamouraska, 18 miles in the County of L'Islet, and 20 miles in the County of Bellechasse.

The soil over which this road passes is broken and stony, but of very good quality.

This road, in consequence of the facilities with which it may be reached by means of the numerous transverse roads which open into it from the old settlements, will give a powerful impulse to the colonization of this beautiful part of the country.

Already settlements are springing up along the whole of the road opened, and as Mr. Drapeau remarks, there is not a sufficient number of free lots along the Taché and Elgin roads to supply all the young settlers who are anxious to obtain them.

In his excellent report, Mr. Drapeau remarks: "There are now 18 miles of the Taché road fit for travel in the County of L'Islet, nine on each side of the Elgin road.

"The land is generally adapted for cultivation, and the wood is mixed. As the opening of the road is proceeded with, the land is taken by settlers who clear them in the hope of thereby ensuring possession when permits of occupation are offered to them. In the County of L'Islet there are more young men desirous of obtaining land than there are lots to be conceded gratuitously on the Elgin and Taché Roads.

"The lands in the rear are also highly extolled by those who have visited them.

"With respect to the quality of the soil and other information about the place, I think I cannot do better than refer you to what is said in Messrs. Carrier and Gagnon's reports of last year, in which they speak at length on the subject.

"Before concluding, however, I consider myself bound in justice to testify publicly how much I am indebted to Messrs. Carrier and Gagnon, assistant conductors of the works for 1861, for the zeal which they exhibited in the execution of their duty, by vigilant attention to, and economical direction of the work committed to their care. I am happy to

be able to add that I could not have entrusted to more able hands the direction of the works, the superintendence of which was confided to me by the Government."

COUNTY OF MONTMAGNY.

Anse à Giles Road.

Conductor—W. Bossé.

| | |
|--|----------|
| Balance of the appropriation of 1860 | \$ 50 00 |
| Appropriation of 1861 | 300 00 |
| | \$350 00 |
| Amount disbursed | 350 00 |

This road, which begins between the 3rd and 4th ranges of the Seigniory of Vincelet, is now completed as far as about the middle of the 6th concession, giving thus an extent of three miles and 3¼ arpents practicable for wheeled vehicles; of this 21½ arpents have been completed in 1861.

The cost of the road this year has been from \$250 to \$300 a mile.

Several small bridges have also been built.

The soil along this road is of good quality, and adapted for cultivation.

Settlers are beginning to take up their residence along this road, but the full extent of its utility will not be apparent until it is opened as far as the Taché Road.

Sirois Road.

Conductor—ANTOINE TALBOT.

| | |
|--|----------|
| Balance of the appropriation of 1860 | \$ 1 11 |
| Appropriation of 1861 | 200 00 |
| | \$201 11 |
| Amount disbursed | 201 11 |

This road, which is two leagues and a-half in length, is open throughout its whole extent and is practicable for summer vehicles, although it is not quite completed. Fourteen arpents of this road have been completed this year at a cost of \$141.

A bridge 95 feet in length has also been built over the Rivière du Sud, at a cost of \$64.

The land in the vicinity of the Sirois Road is of good quality; the wood is lofty, and is a mixture of maple, birch, tamarack, and cedar.

"Colonization within some years past" says Mr. Talbot, "has advanced with rapid strides in the townships of Armagh, Montminy, Mailloux, and Ashburton. The population of Montminy amounts to about six-hundred and fifty souls. This total would be greater if the Old Commissioners' road, which was made about thirty years ago, and which has never been kept in repair, was in a more fit condition to be travelled in summer vehicles. In several parts of this road, the settlers who travel to and from the Parish of St. Pierre are often obliged to carry their loads on their shoulders, finding it impossible to get through with their loaded horses or oxen, although their loads never exceed three or four hundred weight."

Mr. Talbot estimates that \$1200 will be required to complete the road throughout its entire length.

Beaubien Road.

Conductor—EDOUARD COTÉ.

| | |
|----------------------------|----------|
| Appropriation | \$500 00 |
| Amount disbursed | 500 00 |

This road begins in the second concession of St. Thomas and is to end at the Taché

Road. It is open as far as the Ruisseau Ferré in Ashburton, but is completed as far only as the 8th concession.

Mr. Côté has this year completed 21½ arpents of road. About eight miles more still remain to be made, in order to connect with the Taché Road.

This road will be of great advantage to colonization, and will give means of exit to a great number of settlers who are already residing in the Townships in the rear of St. Thomas.

The townships of Patton and Montminy, which are crossed by the Taché Road, are well adapted to colonization, with the exception of the lower part which is stony. In the rear, in the townships of Talon, Rolette, and Panet, immense tracts of fine land well fitted for colonization are found stretching away to the Province line.

COUNTY OF BELLECHASE.

Armagh Road.

Conductor—PIERRE DAGNEAULT.

| | | | | | | | |
|------------------|---|---|---|---|---|---|----------|
| Appropriation | - | - | - | - | - | - | \$200 00 |
| Amount disbursed | - | - | - | - | - | - | 200 00 |

This road is now open and practicable for wheeled vehicles to a distance of seven miles and two arpents.

The soil along this road is a yellow loam of good quality, but stony; the adjacent land is very much the same.

This road will serve as an outlet for the settlers in Armagh and Mailloux, and will be very useful to those who are on their way to settle on the Taché road.

Taché Road.

(Bellechase Section.)

Conductor—ELIE AUDET.

With the sum of \$148 22, a balance remaining in his hands from the preceding year, Mr. Audet has, in 1861, completed 14 arpents and three perches of this road; part of this distance passing over the side of a steep hill, it has been necessary to make an excavation of from one to three feet.

This section of the Taché road is now completed to a distance of 20 miles, and has cost about \$300 a mile. Mr. Audet says that further on the expense will not be so great.

Fortier Road.

Conductor—ELIE AUDET.

This road, which is about 24 miles long, begins at the Taché road, passes through Mailloux, Roux, Bellechase and Daahuam, and ends at the Province Line.

This road was opened as a winter road in the autumn of 1860.

In 1861 Mr. Audet, with the balance of \$203 80 which he had in hand, has repaired the injury done to the Fourche du Pin bridge, and has besides completed 15 arpents of road. A mile and a-half of this road can now be travelled in summer vehicles.

According to Mr. Audet, the first nine miles of the road, as far as the other side of the mountains, will cost \$700 a mile, but the remainder of the road will be much less expensive.

Seven bridges, having a total length of 26 feet, have been built, besides eight arpents of crossway and brush work, which have cost \$75.

The value of property has increased by an-eighth annually for the last five years. The harvest was generally good.

This is what Mr. Audet says in his report.

"The work of settlement has been begun beyond the mountains; six or seven brave settlers have made a small clearing which they sowed last spring. More than 100 others would be at work, if the road, which will at some future day lead thither, were now open and passable."

COUNTY OF DORCHESTER.

Etchemin Road.

Conductor—REV. L. ROUSSEAU.

| | | |
|------------------|-----------|-----------|
| Appropriation | - - - - - | \$1200 00 |
| Amount disbursed | - - - - - | 1200 00 |

This road begins at the northern angle of Cranbourne, and should as it is laid out, cross the Townships of Cranbourne, Watford, and Metgermette, and end in the Kenebec road, a distance in all of about 30 miles.

Seven miles of this road have been opened and completed this year.

A bridge has been built over the Rivière à la Fleur, 95 feet long and 12 feet high, at an expense of \$107 (\$200 were demanded for the building of it by contract).

Fourteen other small bridges, having a total length of 126 feet, have also been built. Besides this, all the wood necessary for the erection of a bridge over the river Etchemin has been cut, squared, and brought to the spot.

Mr. Rousseau has also laid $7\frac{1}{2}$ arpents of crossway, five arpents of which have been covered with earth; he has also had five miles of ditching dug.

The cost of each completed mile, exclusive of the bridge over the Rivière à la Fleur, has been about \$143.

"The land through which this road runs," says Mr. Rousseau in his excellent report, "is of good quality, especially that part lying between the Rivière à la Fleur and the Etchemin River. All the lots, except five or six, have been taken as far as the Etchemin river, and on many of them clearing has already been commenced. Two families have been living there for several weeks.

"There are many water powers in the vicinity of this road, especially on the Rivière à la Fleur.

"This road will certainly be of great advantage to colonization, by facilitating access to the townships of Watford and Metgermette, where there is very good land, which cannot, however, be reached by the settlers until the road is opened.

"Colonization advances with tolerable rapidity in our neighborhood. As fast as the roads are opened, land is taken and cleared. Since last year the population of St. Malachie and Standon has received an increase of twenty families.

"During the last four years the value of landed property has certainly tripled."

Buckland and Stanton Road.

Conductor—REV. L. ROUSSEAU.

| | | |
|---------------------|-----------|----------|
| Amount appropriated | - - - - - | \$100 00 |
| Amount paid | - - - - - | 100 00 |

This road starts from the line between Frampton and Buckland, and following the line between Buckland and Standon, crosses the 2nd, 3rd and 4th ranges of Buckland. It will, at a future period, be extended as far as the road leading to the township of Mailoux, and will open a communication with the Taché road.

This road is parallel to the road opened last year between lots 23 and 24, 2nd range of Buckland.

This year there has been opened and completed 18 arpents of roadway fit for summer vehicles.

Mr. Rousseau says that the lands in the vicinity of this road, though stony, are of good quality, and that they have been conceded as far as the 4th range of Buckland.

Ste. Claire and St. Malachie Road.

Conductor—F. ROULEAU.

| | | | | | | |
|---------------------|---|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | - | \$400 00 |
| Amount paid | - | - | - | - | - | 400 00 |

This sum has been expended in improving and repairing about 24 arpents of the road.

Mr. Rouleau succeeded in obtaining 80 day's statute labor, from the parties on whose land the work has been done.

I give below Mr. Rouleau's report, which will give a better idea of the character of the work which has been done. This report is dated the 13th of September last, and is therefore incomplete, as the works have been carried on on the road since that period; but inasmuch as it is the only one which has reached this office, I am unable to furnish details respecting the work done since the above date.

"1st. At Camille Morin's, widening the road ten feet for the length of two arpents; excavation of an average depth of two feet; soil sandy and stony.

"2nd. In front of the church, yellow earth broken up by the frost, and almost impassable after heavy rains. Macadamised a length of 13 arpents 16 feet wide, with a layer of stone from 12 to 6 inches in depth, covered with sand; a bridge 12 feet by 24, with an elevation of two feet, wood with stone abutments.

"3rd. Cinq Mars' hill, a cut of three feet in depth and one arpent in length—soil stony in the vicinity of the bridge across Ruisseau des Anets—a layer of stone about two feet in depth for a length of one-eighth of an arpent, covered with earth—Cinq Mars road repaired. A great deal of blasting had to be done for a distance of about one arpent.

"4th. At Joseph Richard's, widening the road six feet, excavation three feet in depth, length one and a-half arpent.

"5th. At Louis Couture's and Forrest's, an embankment; land swampy for two and a-half arpents. At the widow Lamontagne's, widened the road six feet; one half arpent of excavation two and a-half feet in depth, cut down a hill three feet for a distance of half an arpent; soil sandy. Embankment at Roy's, one arpent.

"7th. At Marcoux's, two hills cut down six feet; land stony for two arpents.

"8th. At Hébert's, two hills cut down five feet one and a-quarter arpent; bridge repaired and finished with stone."

Grande Ligne de Ste. Marguerite.

Conductor—REV. ET. HALLÉ.

| | | | | | | |
|---------------------|---|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | - | \$350 00 |
| Amount paid | - | - | - | - | - | 350 00 |

I regret to state that the Rev. Mr. Hallé has been prevented by a long illness from making his report on the works which he has had done upon this road. I have, however, received an assurance that he will furnish the fullest information as soon as the state of his health shall permit.

Cranbourne Central Road.

Conductor—P. CASSIDY.

| | | | | | | |
|---------------------|---|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | - | \$150 00 |
| Amount paid | - | - | - | - | - | 150 00 |

This road, which is about eight miles in length, commences at the north line of the township of Cranbourne, runs in a southerly direction between lots 14 and 15 of that township, and is to terminate at the Etchemin road. From the 1st to the 8th range, it is passable for summer vehicles; from the 8th to the 10th range, it is fit only for winter travel.

This year's operations consisted of repairs and improvements effected on the unfinished part, for a length of about 21 arpents. The length of roadway now passable for summer vehicles is five miles.

A bridge 105 feet in length has been built at a cost of \$59 15. There is another required between the 7th and 8th ranges.

The following interesting information is taken from Mr. Cassidy's report :—

"The soil is good; timber of fine growth, consisting of maple, birch, beech, basswood, spruce of excellent quality, and balsam. The swamps afford cedar, tamarac and pine.

"Colonization is greatly promoted by the opening of these roads. For instance in the next township to Frampton, two years ago, a certain amount was expended upon the principal road, connecting with the Cranbourne road, and the consequence is that there is not a single lot vacant for a distance of ten miles. This is conclusive in favor of colonization roads; and there is every ground to hope that like happy results will be attained when the Cranbourne roads shall have been opened as far as the Kenebec road. All the lands along the line of road have been taken up. A great many settlers, chiefly French Canadians, have been here, trying to obtain lots, but not being able to find any vacant in the vicinity of the road, they have returned home. In the neighboring townships, all the lands upon the line of road opened by Government have been occupied; I am safe in asserting, that all that is required in order to retain the surplus population of the old parishes, is to place the wild lands of the Crown within their reach, by opening good roads.

"Along the water courses, the pine and tamarac have been cut down. The timber in Cranbourne, and more particularly along the projected roads, is magnificent.

"The crops have been good, and but little harm done by the fly. The potatoe crop has been, as a general rule, abundant; and I have noticed that the inhabitants of the old settlement of St. Joseph, purchase annually several thousand bushels of potatoes from the people of Cranbourne, a new settlement.

"A Catholic church has been built in Cranbourne.

"The advance in the value of land has been very great in Cranbourne. To give an instance, I will mention an incident dating from the settlement of the township.

"In 1832 the government gave pensioners the option of commuting. Large numbers availed themselves of the offer, came to Canada and obtained grants of land. Several hundred families proceeded to Cranbourne; but out of the number, only some twenty families settled there. And for what reason? Want of roads.

"Some of these gave away their lands as valueless; others sold them for a mere trifle, and in fact, in some instances, they were given for a glass of liquor.

"When I made the census last winter, some of the lots were valued as high as \$1,350—the price at which they had changed hands.

"The best means, in my opinion, to promote the prosperity of the country, is to render the wild lands accessible to the rising generation. The wealth of a country consists in her population, and not in her wild lands.

"Our young men were in the habit of going to the United States to work, and in many cases to settle, simply because they could not get access to the vacant lands of the Crown, for want of roads. Thus, not only was their labor lost, but their morals were injured, and in many cases they lost every sentiment of religion and imbibed a distaste for the simple but virtuous habits of their fathers.

"I would therefore say to the Government, open up your wild lands to the youth of Canada, and remove them from the demoralizing influence and infidel tendencies of the neighboring republic; preserve them in the religion of their forefathers, and you will have a contented, peaceful and virtuous people; you will have your subjects attached to you by these links of loyalty and allegiance which never fail to animate a people when the government exhibits a proper sense of its mission by affording them protection and fostering their interests.

"Emigrants from Europe must also be cared for; there is room for all. The sturdy Irishman should be encouraged to settle in Canada. Tell him that he can hold land here without danger of being ejected for non-payment of rent; tell him to avoid the American cities, where his people are but the hewers of wood and drawers of water; tell him that there his religion is an object of ridicule, while in Canada the Cross is held in veneration; and that here he will be secure of all his rights and privileges."

There are a great many water powers in this Township.

Mr. Cassidy estimates that it will take \$700 to complete the road already opened be

tween the 7th and 8th ranges, and \$1000 more to open and complete the central road from the 8th to the 14th range, a distance of five miles.

These roads have been verbalized.

* * * * *

Mr. Hector L. Langevin, M. P. P. has forwarded to this office an extremely interesting report relative to the result of the works carried out in 1861, on the colonization roads in the County of Dorchester. That gentleman will, I trust, pardon me for giving an extract from his Report. His judicious remarks, and the valuable information he affords, cannot fail to receive attention from every friend of colonization :—

“ You remember that I had obtained from the Hon. Mr. Vankoughnet an order for tracing out and opening a main colonization road, the Etchemin Road, within the County of Dorchester, commencing at the north-east angle of the Township of Cranbourne, crossing that Township to connect with the road from St. Edouard de Frampton, thence through the townships of Watford and Metgermette, and terminating at the Kennbec Road, in the County of Beauce. Last year we had to be satisfied with tracing out five miles of the road, but this year besides the tracing of ten miles more, the road itself, bridges included, has been opened from the old settlement of St. Malachie de Frampton to Isle aux Ormes, making five miles of good roadway, 20 feet in width. Although the land on the first part of the road is not so good as elsewhere, nevertheless 15 or 16 lots had already been taken up when the work was commenced, so eager are the youth of my county to settle near their parents and to avail themselves of the advantages afforded by the colonization roads. I may add that the Government, with a just appreciation of its mission, has liberally given as free grants the lots on this important road, thus ensuring its speedy settlement, and the influx of a numerous population into this vast and beautiful tract of country.

“ In order to facilitate the settlement of these lands, it became necessary to give access to the Townships by the road from St. Clair to Frampton, which was not passable for full loads. The work has cost the Government but \$100, but it facilitates the establishment of a great many young settlers, whom the bad roads would have disheartened completely.

“ On the other hand, as it was important that any of the youth of the old parishes of Beauce who wished to avail of the advantages afforded in the County of Dorchester, should be enabled to reach it without difficulty, the Government, at my request, has had the road called “ La grande ligne de Ste. Marguerite ” extended. By this means the south-west portions of Frampton and of Cranbourne are opened up for colonization, and the other portions will be reached by means of two roads parallel to the latter, and which will cross the central road of St. Edouard and Cranbourne. With a view in like manner to reach these two roads, and in order to give free access to the wild lands through Ste. Marguerite and St. Edouard, as well as through St. Claire and St. Malachie, the Government has expended, at my suggestion, a sum of money on the central road of Cranbourne.

“ All these road works have been completed for the moderate sum of \$2100—a great return for a small outlay. I trust, however, that the grant for the next few years will be larger, and that instead of taking 10 years to open our main roads, we shall be enabled to hand them over to the settlers within five years or less.

“ I may add that last year I had obtained from the Government a survey of the Township of Daaquam, which is situated in the County of Bellechasse, and bounded on the south by the river St. Jean, north by the river Daaquam, east by the Township of Panet, and west by the Township of Langevin (in Dorchester). The result justified my anticipations. The lands are splendid. This year the Government have granted me a survey of the Township of Langevin, and from what the surveyor tells me, the lands are equal to those in Daaquam. Here there is a tract extensive enough for the establishment of three large parishes, and with land as good as the best in the District of Quebec.

“ The price is but 30 cents per acre, and it is accessible by way of St. Gervais and the Fortier Road. I trust it will be accessible next year by a branch road to connect with the Etchemin road in Cranbourne or Watford, and also by way of Standon and Ware, in the County of Dorchester.

“ To sum up, the tract of wild lands, including the townships of Cranbourne, Watford, Metgermette, Ware, Langevin and Daaquam, is now, or will be next year, accessible by the following routes :—

- "1st. Ste. Claire and St. Malachie de Frampton.
- "2nd. Ste. Marguerite and St. Edouard de Frampton.
- "3rd. Ste. Marie, or St. Joseph and St. Edouard de Frampton.
- "4th. St. Joseph, or St. François de Cranbourne.
- "5th. St. George, or Linière and Watford.
- "6th. St. Gervais and the Fortier road in Bellechase.

"The 1st, 2nd and 6th of these roads are open ; the other three will be opened within a year.

"The three latter, namely, Nos. 3, 4, and 5, will run as follows :—

"1st. No. 3 will start from "La Grande Ligne de Ste. Marguerite," between St. Edouard de Frampton and the Seigniorics, and crossing Frampton (the two parishes) will terminate at the 9th range.

"2nd. No. 4, starting from "La grande ligne de Ste. Marguerite," between Cranbourne and the Seigniorics, will cross Cranbourne, passing in front of the lot selected for the site of a new church, and terminate at the great Etchemin road already referred to.

"3rd. No. 5, starting from "La grand ligne de Ste. Marguerite," between Watford and the Seigniorics, passing through Watford and crossing the Etchemin road therein, will terminate in the Township of Langevin, where it will connect with a new road (which I purpose applying to the Government for) to cross Ware and Standon.

"These roads are a matter of absolute necessity, and in view of the ever-increasing requirements of colonization, I am persuaded the Government will ask for a larger appropriation this year, in behalf of this great work. If persuasion were needed, I could further state that I am informed by the Rev. Mr. Rousseau, curé of St. Malachie de Frampton, that all the lots throughout the greater part of the five miles of the Etchemin road opened this year, have been taken up, and clearing has been commenced thereupon. Moreover, several farmers intend to occupy new lots on that part of the road which has been merely traced out, under the conviction that the Government will treat them with the same liberality as the others."

COUNTY OF BEAUCE.

Dorset Road.

Conductor—LOUIS LABRECQUE.

| | | | | | |
|-----------------------------|---|------|---|---|----------|
| Amount appropriated in 1860 | - | - | - | - | \$300 00 |
| " | " | 1861 | - | - | 217 69 |
| | | | | | 517 69 |
| Amount paid | - | - | - | - | 517 69 |

This road starts from the Lambton road in Forsyth, and connects with the road opened by Dr. Douglas in Dorset.

Four and a-quarter miles of the road have been opened, of which one mile is completed. Two bridges, forming a united length of 50 feet, have been constructed, at a cost of \$50, and a certain extent of roadway made with brush.

The mile completed cost \$300. The land along the first part of the road is good but stony, and covered with mixed timber. But in the neighborhood of Dorset, the land is infinitely better and timbered with maple.

This road will facilitate the settlement of Dorset, a very fine Township.

There are two water-powers, upon one of which a saw-mill has been built.

A number of settlers have located themselves along the road, and the value of property has doubled within a few years.

Mr. Labrecque estimates that it would require \$700 to complete this road.

Gayhurst Road.

Conductor—ROMAI. DALLAIRE.

| | | | | | |
|---------------------|---|---|---|---|----------|
| Amount appropriated | - | - | - | - | \$800 00 |
| Amount paid | - | - | - | - | 800 00 |

This road is ten miles in length; it starts from the division line between the townships of Aylmer and Gayhurst, and terminates at the Chaudière river. It has been opened as a winter road throughout.

Six bridges, forming in all 225 feet of roadway, have been opened at a cost of \$100.

"The road," says Mr. Dallaire, "follows the course of a small stream, the timber along the line being chiefly soft wood; however, the lands are of good quality, and at a short distance from the road begins the hardwood, with which the township is almost entirely covered.

"On the little river which skirts the road, there are numerous mill sites.

"It will, I think, take \$3,000 to finish the road.

"A few settlers have already made clearings, and a great many others are awaiting the appointment of an agent, in order to take up lots; and I feel sure that all the lands will be taken so soon as the agent shall have received his instructions."

COUNTY OF MEGANTIC.

Grosse Isle and Eighth Range Roads.

Conductor—IGNACE ROBERGE.

| | | |
|---------------------|-----------|----------|
| Amount appropriated | - - - - - | \$300 00 |
| Amount paid | - - - - - | 200 00 |
| Balance remaining | - - - - - | 100 00 |

Out of the \$200 advanced to Mr. Roberge, he expended \$52 32 in improving the Grosse Isle road, and \$99 93 for similar work on the Eighth Range road, leading to the railroad depot. Both these roads are within the parish of Ste. Julie de Somerset.

The Eighth Range road runs in great part through a low tract of land, so that extensive works must be carried out in order to render it fit for summer travel.

It has been suggested that the balance remaining in the hands of the conductor should be expended in bridging the River Noire, which crosses the latter road.

As Mr. Roberge has sent in no report, it is out of my power to furnish details with reference to the amount of work done.

COUNTY OF NICOLET.

Missouri Road.

Conductor—ALEXIS DESFOSSÉS.

| | | |
|---------------------------|-----------|----------|
| Amount appropriated, 1860 | - - - - - | \$100 00 |
| " paid in 1861 | - - - - - | 100 00 |

This road commences at the Missouri concession, in the parish of St. Grégoire, and ends at range St. Michel, in the township of Aston, parish of St. Célestin.

With the above sum two miles and 19 arpents have been opened as a winter road, with a breadth of 13 feet, 37 arpents being between the fiefs Bruyère and Roctailade, and 38 arpents within the Township of Aston.

Several small bridges have been made, and half an arpent of crossway.

From the concession of St. Michel, in the first range of Aston, the road is open as far as St. Christophe, and is passable for wheeled vehicles, though not completed at all points.

The soil along the road is good, and it leads to lands of the very best quality.

Mr. Desfossés states that within the last few years, more than two hundred persons have settled in Aston, and that if the road were finished, the number would be more than doubled within a couple of years.

A fresh appropriation of \$800 would be required for the completion of this road.

COUNTY OF DRUMMOND.

Road from St. Guillaume to St. Bonaventure.

Conductor—J. T. PELLETIER.

| | | | | |
|----------------------------------|---|---|---|----------|
| Balance of appropriation of 1861 | - | - | - | \$170 00 |
| Amount paid | - | - | - | 80 00 |
| Balance remaining | - | - | - | \$140 00 |

In 1861 Mr. Pelletier gave out by contract the making of five arpents of crossway, at the rate of \$12 per arpent.

These works were executed to his entire satisfaction by Mr. François Lemoine, and he has made a contract with the same party for the completion of six additional arpents of crossway, for the sum of \$72.

These works will be carried out next year.

Road in rear of Kingsey.

Conductor—P. WHITNEY.

| | | | | |
|----------------------------------|---|---|---|----------|
| Balance of appropriation of 1860 | - | - | - | \$200 00 |
|----------------------------------|---|---|---|----------|

This road intersects, as a front road, lots 21, 22, 23 and 24 of the sixth range of Kingsey; then as a line road, it passes through the sixth, seventh and eighth ranges, in part between lots 21 and 26 of the sixth range, and over lot 19 of the seventh range, and for a short distance on the ninth range.

It has been opened for an extent of two miles and one-third, this year, of which two and a-quarter miles are passable for wheeled vehicles, but not completed.

The lands in the vicinity are good, and covered with mixed timber. They are admirably adapted to colonization.

There is a splendid water power at the central point of this road.

It would cost \$500 to complete the portion which has been verbalized.

Durham and North Ely Road.

Conductor—ASA LEIGHTON.

| | | | | |
|----------------------------------|---|---|---|---------|
| Balance of appropriation of 1860 | - | - | - | \$88 14 |
| Amount paid in 1861 | - | - | - | 88 14 |

With the above balance, Mr. Leighton brushed and diked an extent of nine arpents of roadway which was previously all but impassable, from the point at which he had discontinued his work the previous year, as far as the Hughes road.

He also cut down a considerable hill at a cost of six days' work, and made an outlet at a spot where the road had been flooded by a rivulet.

Finally, he removed stones which obstructed the road, and made dikes on each side, from the railway station to the Hughes road, an extent of about six arpents.

The road is now open and completed, from the station to the front line of Durham, where it meets the main road from Melbourne to Drummondville.

Road from Wickham to the Acton Depot.

Conductor—THOMAS BRADY.

| | | | | |
|----------------------------------|---|---|---|----------|
| Balance of appropriation of 1860 | - | - | - | \$138 50 |
| Amount paid | - | - | - | 138 50 |

There has been completed this year one mile of this road, previously opened, on the 10th range of Wickham, with a ditch on one side five feet in width and six in depth. The two remaining miles, on the 11th and 12th ranges, are passable for winter vehicles.

The adjoining lands are adapted to settlement, and are being rapidly cleared up.

Iron ore is found along the line of road; and it is only five miles distant from the Wickham copper mines, which are unsurpassed for richness by any other in the country.

The ditch above referred to will, when finished, be three miles in length. It will cross the Wickham swamp, which, when drained, will afford an immense tract of land fit for cultivation.

Mr. Brady thinks it will cost \$600 to finish the two miles yet to be made.

COUNTY OF WOLFE.

Wotton and Wolfestown Road.

Conductor—J. T. LEBEL.

| | | |
|-----------------------------|-----------|----------|
| Amount appropriated in 1860 | - - - - - | \$600 00 |
| “ paid “ 1861 | - - - - - | 600 00 |

This road commences at the main road in Wotton, crosses the Township of Ham between the fifth and sixth ranges, and will terminate in the Gosford road, in the Township of Wolfestown.

Mr. Lebel began his work at the Pacaud road in Ham, in the direction of Wotton, and opened as a winter road an extent of three miles and 10 arpents, with a width of 24 feet.

The following is an extract from Mr. Lebel's Report:—

“The land crossed by this road is, generally speaking, high and fit for cultivation; the same may be said of the adjacent lands.

“This road presents many advantages for colonization, and will afford great facilities to a large number of persons, and enable them to settle upon the vast number of vacant lots still remaining in the Townships of Ham, Wotton and Wolfestown.”

“There are numerous water-powers on the river Nicolet and its tributaries, which will be available for the future requirements of these localities. * * *

* * * Colonization has made immense strides in the county within the last five years, and I can assert without exaggeration that the population is now double what it was five years ago.”

Mr. Lebel thinks this road will cost \$600 per mile.

Weedon and Lingwick Road.

Conductor—CHAS. TANGUAY.

| | | |
|---------------------|-----------|----------|
| Amount appropriated | - - - - - | \$300 00 |
| “ paid - - - - - | - - - - - | 300 00 |

One mile and a half of this roadway has been completed this year. This road is four miles in length, and is now practicable for summer vehicles throughout; but improvements are required at different points, amounting to a quarter of a mile.

Several small bridges have been made and two crossways, measuring 500 feet, at a cost of \$41. Mr. Tanguay has also brushed and covered with earth one mile of roadway.

The soil along the road consists in some places of black earth over blue clay, and in others of grey earth and sand. The timber consists of tamarack, cedar, maple and birch.

When the bridge over the river St. Francis shall have been built, the road will be of great benefit to parties desirous of settling on the vast tract of splendid lands through which it passes.

By means of its junction with the St. François road in Lingwick, it affords a direct route for parties desirous of settling on the shores of that noble sheet of water, Lake Mégantic.

There is a magnificent water-power on this road.

According to Mr. Tanguay, the population of Weedon has doubled within the last six years.

COUNTIES OF WOLFE AND RICHMOND.

Windsor and Wotton Road.

Conductor—REMI BENOIT.

| | | |
|----------------------------------|-----------|----------|
| Balance of appropriation of 1859 | - - - | \$650 00 |
| Amount appropriated in 1861 | - - - | 250 00 |
| | | <hr/> |
| | | \$900 00 |
| Amount paid | - - - - - | 300 00 |
| | | <hr/> |
| Balance remaining | - - - - - | \$600 00 |

This road, which had been previously opened, has been so far improved this year as to be practicable for summer vehicles for an extent of four miles.

In order to give an idea of the works carried on under the intelligent superintendence of Mr. Benoit, I deem it right to quote the following passages extracted from his report :

“ Commencing at the tenth range, I have had the road opened as far as the third range, with a width of about twenty five feet, and in several places I had ditches made on one side of the road, in order to facilitate the drainage ; I laid fascines at the ends of certain old crossways previously made, and had the whole covered with earth. In the third concession the road crosses an elevated tract of very fine land, with the exception of a few spots which I had crosswayed, amounting together to two and a half arpents ; on the high ground he made the road from 15 to 18 feet in width, simply removing the stumps and roots, and levelling the road to that width. As far as the middle of the fourth concession, the soil is dry and well adapted to the construction of a good road, and our operations were conducted in the same way as in the third concession ; at the beginning of the fourth concession, we were obliged to leave the original tracing of the road and follow the line described in the *procès-verbal*, and we were thus compelled to make six arpents of new roadway, on three of which the timber was standing and on the other three the stumps. On the last three arpents we had to make a small bridge, about 18 feet in width, across a little stream. On the other half of this concession we repaired the bad parts of the road as well as possible, so as to render it practicable. I had a crossway of about one-half of an arpent in length made on this section, at a point where vehicles were compelled to leave the road and make a great round in order to pass ; here properly speaking, towards the middle of the fourth concession, begins the swamp section, extending as far as the middle of the fifth concession, being about a mile in length ; here we did nothing but pull up the stumps and roots over a width varying from fifteen to twenty feet ; and in my opinion there was nothing to be done in this place for the present, beyond preparing the ground for the crossway which will have to be laid, if a good road is to be made here. In the other half of the fifth concession the road had been opened to nearly its full width as far as the sixth concession ; the stumps and roots have been all removed and the ground has been levelled to a width of from fifteen to eighteen feet.

“ If the rain had not injured our works of this summer and last autumn, we should have the pleasure of seeing the Windsor and Wotton road in a tolerably fit condition to be travelled in summer vehicles throughout its entire length ; as it is, it is certainly passable, but in a state requiring great repairs, especially that part which is situated in the township of Wotton, and at which we worked last autumn. There will be an excellent winter road throughout the whole extent of this road. The united length of the various pieces of crossway, made by me upon the four miles of road at which I have worked this summer, is from three and a half to four arpents ; these have cost about ten dollars an arpent, and if it is the intention of the Government to have the swamp above mentioned crosswayed, the expense entailed by this work must not be estimated at less than eight or ten dollars an arpent. * * * * *

“ The advantages conferred upon colonization by the completion of the Windsor and Wotton road would be very great, for in such a case, all those who come here with a view of settling, would not return discouraged at the appearance of our roads in some places, and the total lack of them in others, and it would, moreover, facilitate the settlement of new roads, where the new settlers establish themselves, and where above all there is excel-

lent land to be cleared, that is to say the tract to the south of the Windsor and Wotton road.

“I have great pleasure in recording the arrival, since the month of December last, of twenty-four new families who have come to settle in our Township, and of whom three-fourths have taken up their residence in the vicinity of the Windsor and Wotton road. During the past summer I had also the pleasure of seeing several Canadian families, who had returned from the United States, take up their abode in the midst of us.

“The colonization of our fine townships has at length taken a start, and in a few years we shall see large and fine parishes spring up in the midst of our forests. I sincerely regret that it is not in my power to say that all who came to visit our Township, settled here; were such the case, instead of twenty-four families, I should have had to say that fifty had settled in our neighborhood during the eleven preceding months alone.

“I am told by credible persons that all the adjacent townships are being settled to a great extent around the roads opened by the Government.

“The value of landed property has tripled within a few years only; it is in this proportion that the municipal assessments were made in our township, and nearly the same rule obtains in the adjacent townships.”

Although this road, fifteen miles in length, is now practicable throughout nearly its whole length, Mr. Benoit thinks that not less than \$100 will be required to complete it, not including the swamp, which he says will cost double that amount.

This road is verbalized.

COUNTY OF RICHMOND.

New Road in Westbury.

Conductor—FRANCIS LOOMIS.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$500 00 |
| Amount disbursed - - - - - | 500 00 |

This road takes its departure from Sherbrooke, passes through Westbury and ends at Dudswell. The proposed length of this road is 11½ miles, viz. : five miles in Ascot and 6½ in Westbury.

The extent opened this year is 3½ miles, two of which may be travelled in wheeled vehicles; the remainder can only be used for winter vehicles; this part of the road is in the township of Ascot.

Several small bridges have been built, and half a mile of road has been laid with brush.

The soil in the vicinity of this road is good and adapted for agricultural purposes. The wood is of good quality and of various kinds.

This road leads to Stoke, Westbury, Dudswell, Weedon and Ham, where much excellent land is found; and it is a matter of the greatest importance that this road should be completed at the earliest possible period. It is also the most direct means of communication between these townships and the railway.

In Westbury, on the river St. Francis and its tributaries, there are some excellent water-powers, which cannot be made available on account of the want of roads.

In Westbury and Dudswell are found limestone and fine quarries of marble, which cannot be worked for the same reason.

Mr. Loomis estimates that a sum of \$3,500 will be required to complete this road.

Melbourne Road.

Conductor—LOUIS DESAULNIERS.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$300 00 |
| Amount disbursed - - - - - | 300 00 |

This road begins at lot No. 19 in the 6th range of Melbourne, and ends at the line of the Gore of Brompton.

Three and a-half miles of this road have been opened, only half a mile of which has been completed; the remainder can be travelled only in winter vehicles. The completed part has cost about \$200 a mile.

A bridge, 50 feet in length, has been erected at an expense of \$30.

The land along the road is of good quality and adapted for agricultural settlements. The wood is mixed.

In the vicinity there is a water-power upon which a mill has been built.

A sum of \$900 or \$1,000 will be required to complete this road.

It is verbalized.

COUNTY OF COMPTON.

Hereford and Auckland Road.

Contractor—F. B. McNAMEE.

Amount paid out of the sum appropriated for the Eastern Townships, \$2,587 25.

This road begins at the Connecticut River road in the 6th range of Hereford, runs to the north across the Gore of that township, and is traced as far as the 6th range of Auckland, between ranges A. and B.

Eleven miles of this road were given out by contract to Mr. F. B. McNamee, at the rate of \$488 a mile; of this distance $5\frac{1}{2}$ miles are completed.

Two bridges have been built over Hall's Creek, each of which is 35 feet in length. Six arpents of causeway have likewise been made.

The road is only open as far as lot No. 18 in the Gore of Hereford, and yet the settlers have gone through the forest as far as lot No. 23 in the range B. of Auckland.

In order to go from Coaticook to the Hereford and Auckland road, it is necessary to travel a distance of 25 miles, over a road which is for the most part in a very bad state, and to cross the Province Line twice.

It is therefore a matter of urgent necessity that the opening of the road, already commenced between the 8th and 9th ranges of Hereford, should be proceeded with so as to connect with the Hereford and Auckland road.

Speaking of the road between the 8th and 9th ranges of Hereford, the following are the remarks of the Rev. Mr. J. B. Champeaux, that zealous friend of colonization, contained in a letter addressed to me by him on the 26th January last:—

"It will be seen that there are still sixteen miles of road to be made in this direction in order to reach those of our settlers whose residences are the deepest in the forest. Last spring I asked for the Hereford and Auckland road, so that the land on each side of that road might be taken, and its success has been very great. But now I humbly and earnestly ask for the 16 miles of road to the 6th range of Auckland, and moreover a road from the 6th range of Auckland in the direction of lake Megantic, passing over the 6th, 7th, 8th, 9th, 10th and 11th ranges of Auckland, and from thence through Ditton, Chesham and Clinton, to end in Marston.

"If the Government will be pleased to have this road opened, I will undertake that the land shall throughout be taken several miles in advance of the workmen making it. If this road is not made next spring, it is futile to talk of colonization in that part of the country. It would be injurious to the cause of colonization to send our unfortunate countrymen to languish in the depths of the forest, without means of communication with the outer world. * * * * *

"On the road which I shall designate as the Megantic road, there is about six or seven miles from Coaticook to the south of the above mentioned road, a church site, laid out on the property of a Mr. Gagnon. Quite close to this place there is a copper mine which would seem to promise much. About 16 miles from Coaticook, on No. 1 in the 9th range of Hereford, there is on the aforesaid lot No. 1, the property of the Reverend Messire Eusèbe Durocher, Curé of Belœil, who takes great interest in the settlement of these townships, another church site marked by a cross in the middle of a small cemetery; and just opposite, on lot 11 of the Gore of Hereford, there are several houses which were built last year, and also a saw-mill belonging to Flavien Paquette & Co. This place, which is

one of great promise, is known by the name of Paquetteville. A store is in course of erection.

"About eight miles further on to the north, between ranges A. and B. of Auckland, where Messire Thomas Dagenais, curé of St. Edouard, and J. O. Bureau, M. P. P., have property, a church site will be laid out next spring in a place called Bureauville."

During 1861 about 254 lots were bought by the settlers.

Hampden and Ditton Road.

Contractor—F. B. McNAMEE.

This road begins at the Victoria road in Bury, crosses the 3rd, 2nd and 1st ranges of Hampden, and is traced as far as the line between the 1st and 2nd ranges of Ditton, a distance of five miles.

I am told that the land along the road as traced is good, and that in the rear excellent.

Five miles of this road were given out by contract last autumn to Mr. F. B. McNamee for the sum of \$510 a mile; but as the season was far advanced, the commencement of the work was put off till the coming spring.

COUNTY OF BROME.

Sutton Valley Road.

Conductor—HENRY BORIGHT.

| | |
|----------------------------|----------|
| Appropriation - - - - - | \$600 00 |
| Amount disbursed - - - - - | 600 00 |

This road begins at Sutton Flat in the township of Sutton, and ends at Brome, a distance of 6½ miles.

The whole of this distance has been opened this year as a winter road.

Twelve arpents of this road have been laid with brush; this work has cost \$120.

The road runs between two rows of hills and over land generally adapted to cultivation, and it will, when completed, afford easy communication between Richford, in the State of Vermont, and the townships of Sutton and Brome.

This part of the country abounds in water-powers; limestone and mines of iron and copper are found in Brome and Sutton.

For some years past, the settlement of the County of Brome has been going on gradually, but since the beginning of the war in the United States, many families have crossed the Province Line to take up their residence there. There is still a great deal of vacant land in the County.

Mr. Boright estimates that a sum of \$800 will be required to complete this road.

Potton and Sutton Road.

Conductor—Rev. A. B. DUFRESNE.

| | |
|------------------------------------|----------|
| Appropriation of 1859 - - - - - | \$250 00 |
| Amount disbursed in 1861 - - - - - | 250 00 |

This road, which is the only means of communication between Potton and Sutton passes between the 7th and 8th ranges of those Townships from lot No. 19 to lot No. 28.

On account of the circuits which it will be necessary to make in order to avoid some great hills, the road will be four and a-half miles in length.

As Mr. Dufresne has not transmitted any report to this office, I cannot give any details as to the amount of work which has been done upon this road.

List of Colonization Roads made and in course of being made, as well as roads repaired under the direction of the Inspector of Agencies, from 1854 to 1861 inclusive:—

COUNTY OF CHICOUTIMI.—Kinogami road, Sydenham road, Price road, Faffard road, Anse St. Jean road, Beau Portage and River du Sable road.

COUNTIES OF CHARLEVOIX AND SAGUENAY.—St. Urbain and Grand Baie road.

COUNTY OF SAGUENAY.—Tadousac and Bergeronnes road.

COUNTIES OF SAGUENAY AND CHARLEVOIX.—Black River and Saguenay road.

COUNTY OF CHARLEVOIX.—Ste. Agnes road, Settrington and De Sales road.

COUNTY OF MONTMORENCY.—St. Ferréol road, Laval road, Cauchon road.

COUNTY OF QUEBEC.—Stoueham and Tewkesbury road, Belair road, Valcartier road.

COUNTY OF PORTNEUF.—Roemont road, Gosford and St. Gabriel road, Colbert road, Alton road, River Batiscan road.

COUNTY OF CHAMPLAIN.—Lake Cossette road, St. Tite road, Grandes Piles road, St. Maurice road.

COUNTY OF ST. MAURICE.—Shawenegan road, Cuxton road, Hunterstown road.

COUNTIES OF ST. MAURICE AND MASKINONGÉ.—St. Leon Springs road.

COUNTY OF MASKINONGÉ.—St. Didace and Peterborough road, Rivière aux Ecorces road, Massigosh and Mandeville road.

COUNTY OF BERTHIER.—Brandon road.

COUNTIES OF BERTHIER AND JOLIETTE.—Brandon and Joliette road.

COUNTY OF JOLIETTE.—Joliette and Matawin road, Cathcart road (two roads), Kildare road.

COUNTY OF MONTCALM.—Chertsey road, Wexford road, Kilkenny road, Kilkenny and Beauport road.

COUNTY OF TERREBONNE.—Trout Lake road, Round Lake road, Indian Mountain road.

COUNTIES OF TERREBONNE AND ARGENTEUIL.—Morin and Howard road.

COUNTY OF TWO MOUNTAINS.—St. Colomban road.

COUNTY OF ARGENTEUIL.—Chatham and Wentworth road, Daleville and Harrington road, Grenville road, Beavan Rapids road, Montcalm and Arundel road, Howard road, road from North River to Arnot's Mill, Harrington road, Wentworth road, Crooksmill road, West Gore road, Mille Isles road, East Outlet road, Grenville and Amherst road, Chatham and Howard road.

COUNTY OF VAUDREUIL.—Newton and Hawkesbury road.

COUNTY OF OTTAWA.—St. André Avelin road, Ripon and Hartwell road, Buckingham road, Lochaber and Derry road, Derry road, Yempleton road, Wakefield and Portland road, River du Désert road, Eardly and Masham road.

COUNTIES OF OTTAWA AND PONTIAC.—Onslow and Masham road.

COUNTY OF PONTIAC.—Bristol and Thorne road, Calumet and Otter River road, Calumet and Fort William road, Portage du Fort road, Clarendon road, Litchfield and Mansfield road, Waltham road.

COUNTY OF GASPÉ.—Road in the Magdalen Islands, Fox River road, Anse au Griffon road, Grande Gyève road, Anse à la Louise road, White Dog road, Norwegians' road (several roads), Percé road, Pointe au Maquereau road.

COUNTY OF BONAVENTURE.—Maria road (two roads), Mann's Brook road, Pointe à la Garde road, Ristigouche and Matapedia road, Escuminac road, Mann road, Paspebiac road, Centre Street road, Hamilton road, Moreau By-road, Bujol road, New Richmond road, Carleton road, Cascapédia road, east and west, Cap Noir road, Portage road, Glen Settlement road, Pointe à la Batterie road, River du Loup road, Capelin River road, road from Sandy Hill to Cross Point ferry, Malta road, Acadians' road, McCracken road.

COUNTY OF RIMOUSKI.—Kempt road, Matane and Cap Chat road, Sandy Bay road, Mount Commis road, Neigette road, Macpès road, Bic road, St. Fabien road, St. Simon road, Fleurian road.

COUNTY OF TEMISCOUATA.—Bégon road, St. Eloi road, Denonville road, Isle Verte road, Viger road, St. Modeste road.

COUNTY OF KAMOURASKA.—St. Alexandre road, Ste. Hélène road, Pohcnegamook road, Woodbridge road, Mont Carmel road, Chapais road.

COUNTY OF L'ISLET.—Arago road, Elgin road.

COUNTY OF MONTMAGNY.—Anse à Giles road, Sirois road, Beaubien road.

COUNTY OF BELLECHASSE.—Armagh road, Fortier road, Buckland road.

COUNTIES OF BELLECHASSE, MONTMAGNY, L'ISLET and KAMOURASKA.—Taché road.

COUNTY OF LEVIS.—St. Isidore Road.

COUNTY OF DORCHESTER.—Frampton, Buckland and Ware road, Frampton and St. Claire road, Frampton Main road, Buckland and Standon road, Ste. Marguerite Grand Line road, Ste. Marguerite and St. Edouard road, Cranbourne Central road, Etchemin road, Ballyporeen road, road from St. Edouard to Cranbourne.

COUNTY OF BEAUCE.—Lambton road, Shenley road, Dorset road, Gayhurst road.

COUNTY OF LOTBINIÈRE.—St. Croix road, Craig road, Gosford road.

COUNTY OF NICOLET.—Aston and St. Grégoire road, Missouri road, Maddington and Aston road, Aston Grand Line road.

COUNTY OF MEGANTIC.—Glenloyd road, St. Julie (8th range) road, St. Sophie road, Somerset and Halifax road, Grosse Isle road, Black River Station road.

COUNTY OF ARTHABASKA.—Maddington road, Aston road, Bulstrode road, Arthabaska and Stanfold road, East and West Chester road, Pacaud road, Ham and Lingwick road, Lingwick and Warwick road, Warwick and Bulstrode road, Arthabaska and Aston road, Craig road.

COUNTY OF WOLFE.—Wotton and Wolfestown road, Gosford road, Megantic road, Weedon and Garthy road, Weedon and Lingwick road.

COUNTY OF DRUMMOND.—Kingsley road, Drummondville and Arthabaska road, Drummondville and Upton Road, St. Guillaume and St. Bonaventure road, Ely and Durham road, road from Durham Station to the Hughes road, Acton and Wickham road.

COUNTY OF RICHMOND.—Windsor and Wotton road, Melbourne road, Westbury (new) road.

COUNTY OF COMPTON.—Megantic road, Otterbrook road, Hereford road, Westbury road, Eastern Townships Main road, St. Francis road, Hereford and Auckland road, Hampden and Ditton road, Otterbrook and Lake Megantic road.

COUNTY OF SHEFFORD.—North Stukely road, Graveline road, Montreal road, Ely and Durham road, Orford road.

COUNTY OF BROME.—Potton road, Bolton road, Potton and Sutton road, Sutton Valley road, Brome road.

List of new roads asked for in the course of the year 1861:—

COUNTY OF CHICOUTIMI.—A road through the Townships of Bagot, Chicoutimi and Laterrière; a road along the division line between the 7th and 8th ranges of Chicoutimi and Laterrière.

COUNTY OF SAGUENAY.—Ste. Marguerite road.

COUNTY OF CHARLEVOIX.—A road in De Sales.

COUNTY OF QUEBEC.—A road from Stoneham to lake Beauport.

COUNTY OF PORTNEUF.—A road between the little range and the 4th range of Ste. Catherine de Fossambault.

COUNTY OF CHAMPLAIN.—A road from St. Stanislas (Ste. Anne range) to St. Titc.

COUNTY OF ST. MAURICE.—A road from the great river Machiche road to the St. Étienne road; a road along the front of the lots in the first range of Shawncogan.

COUNTY OF MASKINONGÉ.—A road on the north east side of the River du Loup running towards Matawin.

COUNTY OF JOLIETTE.—Roads in Cathcart; roads in Kildarc.

COUNTY OF MONTCALM.—Regimbal road in Wexford; a road from the 6th range of Chertsey across Chilton.

COUNTY OF TWO MOUNTAINS.—A road from St. Patrick hill in St. Columban to the boundary between St. Columban and Mill Isle; a road from the proposed bridge over the north river, to the St. Remi hill in the parish of St. Scholastique.

COUNTY OF PONTIAC.—A road in Allumette Island; a road in Calumet Island.

COUNTY OF BONAVENTURE.—Several roads in Hope.

COUNTY OF RIMOUSKI.—A road along the river Matane; a road from Bic running back to the Taché road in the township of Duquesne.

COUNTY OF BELLECHASSE.—A road from the chapel at Armagh towards Frs. Théberge's mill.

COUNTY OF LEVIS.—A front road in the Iberville concession, parish of St. Lambert; a front road in the Belvéze concession.

COUNTY OF DORCHESTER.—A road between Buckland and St. Malachic; a road from Frampton to lake Etchemin.

COUNTY OF BEAUCE.—A road beginning at the last settlements on the shores of lake St. Francis, in Lambton, across Adstock and Colrairie as far as the first settlements in Ireland; a road from the Lambton road in Forsyth to Adstock; a road across Aulert Gallion and Shenley.

COUNTY OF NICOLET.—A road between St. Gertrude and Gentilly.

COUNTY OF MEGANTIC.—A road between the parish of Ste. Sophie and that of St. Ferdinand; a road from Somerset, across Halifax, Ireland, Colrairie and Adstock, as far as the settlements in Lambton.

COUNTY OF DRUMMOND.—A road from St. Guillaume across St. Germain to the rear of Durham.

COUNTY OF ARTHABASKA.—A road in Aston to connect with the Grand Line road; a road to connect the Maddington road with that leading to Three Rivers at or near Bulstrode church; a road from East Chester to Wolfestown.

COUNTY OF WOLFE.—A road from the Gosford road in South Ham to Weedon.

COUNTY OF COMPTON.—A road beginning at Eaton, crossing Newport and Ditton, intersecting the Hampden and Ditton road at that point, and then crossing Chesham and Clinton to the Province line; a continuation of the Hereford and Auckland road so as to connect with the Hampden and Ditton road; a road from the 6th range of Auckland towards lake Megantic, across the 6th, 7th, 8th, 9th, 10th and 11th ranges of Auckland; thence across Ditton, Chesham and Clinton to end in Marston.

(Signed,) BOUCHER DE LA BRUÈRE,
In charge of the Colonization Roads of Lower Canada



OTTAWA AND PONTIAC COLONIZATION ROADS.

CROWN TIMBER OFFICE,
Ottawa, 27th March, 1862.

SIR,—I should have had the honor, at an earlier date, of reporting on the progress of last seasons works on the Colonization Roads in the Counties of Ottawa and Pontiac, entrusted to my charge, had it not been that the unavoidably late commencement of some of the works carried them far into the winter; and that unexpected difficulties in compilation, and other causes beyond my control delayed the preparation of such a map of the country north of the Ottawa, as seemed necessary to shew in a satisfactory manner the Roads forming the subject of report and the surveyed Townships they are designed to lead to, or through which they pass.

The works to be reported upon are of two classes; the works performed under the appropriation of \$10,000 for the Counties of Ottawa and Pontiac for the year 1861, and those done in expenditure of the remaining appropriations of former years.

The works under the appropriations for the year 1861 consist of—

1st. The making of ten miles of the Gatineau and Coulouge road in the township of Low.

2nd. The improvement of the Thorne road, and the making of three miles in continuation of it, leading to the Gatineau and Coulouge road, in the township of Leslie.

3rd. The building and repair of bridges on the Gatineau and Desert Road.

The works under remaining appropriations of former years are—

1st. The opening of the Onslow and Masham road.

2nd. The improvement of the front road in the lower part of Pontiac.

3rd. The opening of the Eardly and Masham road.

4th. Works on the front road in the upper part of the County of Pontiac.

The Gatineau and Coulouge road was originally projected, and traced in the field by Messrs. Bouchette and Ayles, from the Puagan Falls on the river Gatineau, about thirty-six miles above its mouth, to the settlements on the Ottawa at the mouth of the river Coulouge, a distance of forty-nine miles; passing successively through the central part of the township of Low, the front of Cawood, generally along the line between Leslie and Thorne, along the rear of Litchfield and through the south-east corner of Mansfield.

The ten miles of it contracted for, and very nearly completed, extend from the main road on the Gatineau into the last range of the township of Low. It is the most important part of the whole line, not only because it passes through the best land upon it, but also because it gives access to the road line traced northward from the river Pêche in Masham, along the rear ranges of the townships of Low and Aylwin, to the river Pickanock in the township of Wright, which passes through the greatest extent of land generally admitting of settlement that there is in the lower part of the valley of the Gatineau.

The intersection of these two roads therefore forms a point from which settlement roads could most advantageously be opened extending northward, southward and westward, as will be further explained in proposing the works most immediately serviceable for the ensuing season. The greater usefulness in this manner of the first part of the Gatineau and Coulouge road became a reason for making it in a more thorough manner than might be necessary in the case of a less important road.

The part of this road contracted for and nearly completed is done according to the accompanying specification which I prepared, after many years experience, as the best for obtaining a good road economically, as regards labor and expense, where the means available did not admit of a first class earth road being constructed. It is opened 24 feet in width, the roots and stones thoroughly grubbed out of ten feet in breadth of the centre, (practically much wider in all the dimensions), and crowned to the width of sixteen feet with a sufficient rise in the centre; with culverts, ditches and discharging drains, where necessary. The causeways are laid sixteen feet wide, hewn or covered with earth. The bridges are built in the most substantial manner with covering eighteen feet in breadth.

Tenders were received for the work on the 26th day of August, after extensive public advertisements, and it was let to the party making the lowest tender, at the following rates, viz. : causewaying \$3; bridging, from three to seven feet high, \$10 per rod; bridges over seven feet high, one-seventh additional to the foregoing for every additional foot in height; ditching three feet wide by two deep where required, apart from the ordinary water tables, 60 cents per rod; and for all other work taken together, that is, for grubbing, crowning and draining, including side cuttings (not measuring in the bridges and causeways,) \$1 per rod; extra excavation, 20 cents for earth and \$1.10 for rock, per cubic yard.

Of the ten miles contracted for, two and a quarter miles remain to be crowned, with the necessary culverts and a little causewaying; it is all grubbed out except sixteen rods; and there is one bridge 104 feet in length by 12 in greatest height, not yet built, but now in progress.

There are 53½ rods of bridging done, varying from four to fourteen feet in height, including one bridge of 210 feet long by 13½ feet high, another of 117 feet by 10½ feet high, one of 81 feet by 9½ high, and 348 feet in length of substantial wharving in the bed of Stag Creek, solidly filled, and from eight to 10 feet in height. Of causewaying there are 172 rods, and 135 rods of extra ditching; and although there is very little stony or rocky ground, there are many extensive side hill cuttings from three to five feet in depth.

My accounts to 31st December last, exhibit payments to W. A. Richardson, the contractor, for work performed on this road, amounting to \$3,776.08. The further payment to be made for the completing of work under contract (part of which has since been paid) will amount to about \$900 more, to which should be added \$100 for half a mile of work not yet contracted for, desirable to be done. The final cost will be rather low for the value of the work performed.

Considering the generally rugged character of the Gatineau country, it is remarkable that this portion of the Gatineau and Coulouge road, extending nearly to eleven miles from the Gatineau passes through a tract of country nearly altogether arable, and very free from rocks or stones, the soil of the first part of it being generally a clay loam of the richest kind, and the latter part warm and fertile, though in parts rather light and sandy; and connected with it on each side there are several irregular blocks of land very favorable for the formation of settlements which will open into this piece of road.

The next eleven and a-half miles of the road line passes through land of an inferior quality, one-half of it only on an average on the line being fit for settlement, but at a mile and a half south of the line, three-quarters of it may be said to be so. For the next four miles, to the centre line of Thorne, it is of the same inferior description, on the line about one half fit for settlement—north of it about one quarter, and southward from it three quarters may probably be so.

The next eight miles, that is to three and a half miles along the rear of Litchfield, is through land well suited for settlement on both sides, which extends to three miles northward of the rear of Litchfield, much of it is now occupied. This is the best tract on the west portion of the line.

Then after becoming inferior for three and a half miles, it winds through the mountain range, where scarcely half of the land is fit for settlement; and the remaining six miles to the end of the line, near the mouth of the Coulouge, is generally on a light barren sand.

The other parts being inferior, it was considered desirable in the first instance to open up only the eight miles in rear of Thorne and Litchfield, most suitable for settlement (which has already made some progress there), and to connect it with the old settlement of the township of Clarendon, by improving that part of the road from Clarendon Centre to Otter Lake, which leads northward through the township of Thorne. By doing so, and then turning northward from the east part of the rear of Litchfield, up between the rivers Coulouge and Pickanock, where several lumber explorers had reported that there was much apparently good hardwood land, it was thought that a great highway could be projected, having the very important advantage of being alike an advantageous road for settlement to an indefinitely large extent, and a very useful inlet for the lumberers on the rivers Coulouge and Pickanock, whose expenditure for farm produce and team hire would do much to encourage and sustain settlement. More recent information, however, tending to shew that the soil of the seemingly favorable hardwood land, in that direction, was too

shallow to admit of the formation of prosperous settlements, rendered the prospect of forming an advantageous extensive settlement road in that direction too doubtful to warrant the commencement of it on the scale originally intended.

The idea of opening the eight miles of the Gatineau and Coulouge road in rear of Thorne and Litchfield, on the same scale as the ten miles of the east end of it, was therefore abandoned for the present, as it would apparently lead to nothing of importance; and the operations of the past season, there, were limited to the works on the road through Thorne and the making of part of it.

The improvement of the Thorne road, including the making of three miles of it on a new site, was required to give proper access to the lands on the west end of the Gatineau and Coulouge road, and to the settlements that will gradually be formed on tracts adjoining it to the northward and eastward. This road is the natural inlet to these tracts, giving access to them from the steamboat landing on the Ottawa and the village of Clarendon Centre, where the Crown Land Agent's office and the nearest stores for the supply of the country are. It affords a good passage through the first range of the Laurentian Hills, which skirt the Ottawa settlements, and are here met at the rear of Clarendon; and it is the line of communication with the lumbering establishments of Messrs. Gilmour & Co., on the Pickanock, which together with their roads, have been the chief cause of the extension of settlement in this direction.

The road through Thorne is about nine miles in length, from the front to the rear of the township. The first five miles pass through the range of hills above mentioned. On this part, the work done consisted in the improvement of long, steep and dangerously rocky ascents, requiring in parts excavation, and building up with stone, the removal of rocks, ditching, &c., together with 224 feet of most substantial bridging, in three places; with side cuttings and levelling of banks, and 300 feet of hewn causewaying. Of the remaining four miles, three miles and three chains of new road were opened, with a width of sixteen to twenty feet; twelve feet wide in the centre of it, well levelled, after being thoroughly grubbed and ploughed. There are considerable cuttings at ascents and side hills, a very substantial bridge sixty feet in length, and 210 feet of hewn causewaying.

The total expenditure made on the road in Thorne, otherwise called the Otter Lake road, is \$1,047.10.

Much of the work was of an irregular nature that could not be suitably let by contract and required experienced skill. It was done by a party of well selected men under the charge of Mr. James McLaren of Portage du Fort, who had formerly executed some very difficult work for me on the Bytown and Pembroke road, with unusual skill and economy, as he has also done in the present instance.

Finding many causeways to be made, and bad rocky hills that would have been very expensive, on the upper part of the old track, I spent two days in exploring and locating the three miles of new road above mentioned instead of it. The site of the new road is as remarkably good as the other is bad, passes through good land for settlement, which the other does not, and shortens the distance one mile for eastward, and two miles for westward travel, on the Gatineau and Coulouge road line, which it intersects at the rear of Thorne. It also there connects with several lumber and settlement roads, which, as the country there becomes generally level with a light dry soil, are remarkably good though opened at little cost.

Within a radius of six miles of the end of this new road, there is much good land for settlement though some of it is stony, but unless the existence of some considerable extent of land fit for settlement be definitely ascertained beyond that, nothing of importance can be done here; and the completion of the road a few miles westward, on a small scale, seems to be the utmost that could be desired till further conclusive information be obtained.

The building and repair of bridges on the Gatineau and Desert road, is the third division of works on which a small expenditure on account of the appropriation of 1861 has been made.

In the beginning of November last, I made a rapid but careful reconnoissance of the road up the Gatineau as far as the river Desert, as formerly proposed, taking the necessary notes as to the state of the road, soil, surface and obstacles, to enable me to make an approximate estimate of the cost of completing on a moderate scale that very important road, alike for the settlement of the country and the business of it.

As the expenditure of a small sum of the appropriation for 1861, for necessary objects on the Desert road had been proposed, and as some of the bridges were in a dangerous state, or required to be built to prevent the obstruction of travel in spring, I let part of the works to be done on my way returning. It consisted of four small jobs, viz. :

The repair, raising six feet and lengthening to 170 feet of the bridge over Lacroix's brook, a little above the Pickanock, let for \$110. The building of a bridge over Lepines brook, 75 feet in length, let for \$50. One of 90 feet on Carisse's brook for \$50; and the building of a bridge and causeway at St. Amour's brook, 344 feet long, for \$111.25, all in the township of Wright.

The payments on account of these works charged in my account current to 31st December last, amount only to \$186, but they have all since been completed and paid for, excepting small reservations made till spring.

Also the bridge over the river Pickanock, which was built with Colonization money, I found on careful examination, required to be raised six feet higher, to prevent its probable destruction by spring floods, and to be lengthened to 236 feet by adding 70 feet to it. This work has since been let for \$320, completed and paid for with a small reservation.

The extension of another bridge, let for \$40, is the last work on the Desert road now in progress.

Earlier in the fall, I visited the Crown Land Agents in the lower part of the County of Ottawa, and collected from them and from the lumberers and others best acquainted with the interior, such information, as added to that derived from Surveyors and their returns of surveys on record in my office, confirmed my previously expressed opinion that the valley of the Petite Nation river was the most favorable site, next to that of the Gatineau, for the opening of a great highway into the interior country north of the Ottawa, as a Colonization road, and that such a road on the east side of the Petite Nation river would pass through much good land for settlement. Having obtained your sanction, I immediately instructed Mr. Ledue, of St. André Avelin, to survey such a line of road, up through the township of Suffolk, with a view to its further continuance. The result of his survey is highly satisfactory, but no expenditure has yet been made in work upon this line of road. I shall leave further notice of it and of the Gatineau and Desert road to the concluding part of this report, suggesting future operations.

Of the work of last season, under remaining appropriations of former years, the first begun was the opening of the Onslow and Masham road.

This road commences at the Catholic Church on No. 4 of the 8th range of Onslow, and extends to No. 28 of the 12th range of that township, where it joins the Masham road at the river Pêche.

It has been opened throughout, from the vicinity of the church, from twelve feet in width to six feet in difficult places, among rocks; the hills are dug and stones removed so as to make it passable for a cart. There are causeways made on it amounting to 286 feet, and a substantial bridge on the outlet of Wolf Lake, 166 feet in length, upwards of ten feet in height, on block work, with hewn covering. The bridge and causeways were made 18 feet in width to suit the dimension of the road when widened by the statute labor of the settlers.

The appropriation for this road was \$900 of which there has been expended \$785, leaving \$115 for further work.

The work was done by a party of men employed by the month under Mr. Benjamin Moore, of Onslow, whose energy and great experience in conducting extensive lumbering operations in the woods, secured the best possible result for the money expended.

The improvement of the front road, in the lower part of Pontiac, was done under the appropriation of \$1,000 for that road from the County line between Ottawa and Pontiac to Portage du Fort.

On careful examination and inquiry, I found that expenditure on improvement was most required on parts of the road in Clarendon, where it is rough and miry, and especially in the township of Onslow, below the river Quio, where there was an extent of about four miles of extremely bad road, one half of it being over rough rocky ledges, and the other very miry and unmade, requiring much work in ditching, &c. This piece of road had long been the chief obstruction to communication by land between the county of Pontiac and

the city of Ottawa. The building of several bridges on the front road, in the lower part of the township of Onslow was also very much required.

Elsewhere, especially in the township of Bristol, I found the road good and presenting no obstruction to travel, and therefore not meriting any expenditure on it from the appropriation, while the other parts mentioned so much more required it. My examination took place at a time when country roads are in their worst possible condition.

With the exception of the improvement of a dangerous spot, on a bare rock, on the road in Clarendon, the doing of any work upon it in that township was deferred, not only because it was so late in the season but also because an apparently desirable change of a part of the road was proposed, which required examination.

The expenditure of last season was therefore limited to the improvement of the very bad parts of the road in Onslow, and the building of bridges already mentioned.

This work was also done by Mr. Benjamin Moore and his party, and in such a manner as to elicit an official expression of approbation from the Municipal Council.

The work was commenced at the north side of the Quio bridge, on No. 11 of the 3rd range of Onslow, and consisted in the making of bad spots by crowning and draining, the moving of rocks, cutting of side hills, the making of nearly a mile in all of ditches, with many culverts. On one hill nearly 300 tons of stone were removed, and part used for breast work. Only 136 feet of causeway were made, but on the lower part of the road, seven bridges were built, amounting to 464 feet in length, some of them eleven feet in height, and all constructed most substantially.

The total expenditure charged in my account to 31st December last, on account of the works on this road of the \$1,000 appropriated is \$735, leaving a balance unexpended of \$265 for works to be done in Clarendon. (See Synopsis herewith.)

Parties in Clarendon acquainted with the ground informed me that for about seven miles, between No. 8 and No. 24 of the second range of that township, where there is a great bend in the front road, and some bad ground to be passed, the bend could be cut off, saving upwards of a mile of distance, and a much better site found by carrying the road nearly straight between the above points, passing in, or along the rear of the 1st range, chiefly through a dry, nearly bare sandy red pine brûlé—and the change of the line here is strongly recommended by some of the leading settlers, as it would give a constantly dry road that would require almost no repair instead of the present line, whose clay ground will always become exceedingly cut up, in wet weather in the fall. The parties recommending the alteration say, with justice, that though it would not benefit them, as they do not reside on the proposed line, it would be a great advantage to the general travel, especially of people from the Upper Canada side of the Ottawa, who would cross on the bridge now building at Portage du Fort and avail themselves of the road on the north side of the Ottawa, which, by cutting off the great bend of the river is about ten miles shorter than the road on the south side to Ottawa city; which is all unquestionably true.

Not having time to do so myself, I employed two competent persons to go over the proposed line, who found it to be as stated. \$500 in addition to the balance remaining of the appropriation would open this line and give a better and shorter road than the present one, and a road that would be sound and useful in the wet weather late in the fall, when most required, when the other would be scarcely passable. It is extremely difficult to see why it should be made with colonization road funds, but an additional appropriation for it would be at least as justifiable in that respect as the one already made.

If by strict definition a colonization road be one necessary to give access through, or to, public lands fit for settlement, not already otherwise accessible, the front road in the upper part of Pontiac is much more strictly one, as it extends beyond existing continuous steamboat communication, and facilitates access to the vacant lands north of it, above Portage du Fort.

The remains of appropriations of former years for the front road in the upper part of the County of Pontiac, under which works were performed last season, were \$650 for the part from Black River in Waltham to the Coulonge in Mansfield, and \$250 for the Calumet and Deep River Road, to be spent on the uncompleted part in the upper part of Chichester.

As it was not till I received an official communication of the 22nd October, that I was informed of the amounts actually at my disposal, or the works to which they were applicable, remaining of former appropriations and that in some cases, after that, remote localities

had to be visited, and the work to be done ascertained, and agreements made on the spot for carrying them on, including the collection of men, and the purchase and forwarding of tools and provisions, it will be evident that some of the works were necessarily only commenced, when such operations generally are being closed and reported upon.

Under such circumstances, I trust that it will not be considered extraordinary that my works were not all completed.

As the work to be done under the last mentioned appropriations, consisted chiefly in the building of several bridges, the want of which constituted the chief obstacles on the road between the Coulong and Black River, it could be proceeded with, though late in the season. I instructed Mr. Alexander Proudfoot of Mansfield, who was strongly recommended to me by Mr. Bryson and Mr. Poupore, M. P. P., on account of his ability and character, to employ a party of suitable men by the day and proceed with the building of the bridges and to make the best arrangement he could for the opening of the piece of road required in the township of Chichester.

He suspended proceeding with the latter at the instance of the Municipal Council of Chichester, who were anxious to submit a change in the line of road to my decision.

Mr. Proudfoot was interrupted by severe illness and by unfavorable weather for the getting out of the timber for bridge work in progress; his works will be completed during the incoming season.

He has, however, built three substantial bridges of hewn timber, one of 30 and two of 56 feet in length, of 9, 7 and 12 feet in height respectively, with another of 180 feet in length in course of construction, when he ceased working, besides making at Smith's gully a heavy side cutting of 600 feet in length, with log side wall; all in the township of Mansfield.

The expenditure charged in my account to 31st December last, on account of works under Mr. Proudfoot's charge, amounts to \$535, leaving a balance then unexpended of \$365, to be applied to them next season. (See Synopsis herewith.)

When at Mansfield making arrangements for getting these works done, I made a sectional measurement of the bridge site on the river Coulonge on this road, so as to enable me to make an estimate for a bridge there, as the want of one renders this river, which is four hundred feet wide and nearly six feet deep in the channel, a great obstruction to travel and the extension of settlement. I beg further to refer to it in the concluding suggestions as to further works.

The opening of the Eardley and Masham road is the last work remaining to be mentioned of those under appropriations of former years.

This road extends from the settlements on the Ottawa in the township of Eardley, to those on the river Pêche in Masham, passing through the notch in the Eardley mountains with very gradual ascent, behind the steamboat landing of Rocky Point. It is the shortest and most favorable route into the settlement on the upper part of the Pêche, and forms part of the northerly road line traced by Messrs. Bouchette and Ayles, to the river Pickanock.

From where the opening of it commenced in Eardley, to the river Pêche, it is a little over six and a half miles in length. The work on it was done by Mr. Mongins (who owns a saw mill on it,) as overseer, with a party of men hired by the day. It consisted in opening out, through woods, of about three and a quarter miles of it, and elsewhere widening an old lumber road that in places coincided with it, to the width of 16 or 20 feet as required, and the partial building of a bridge on it over McGee's Creek, which is to be 83 feet in length of cord and 14 feet in height; but which was not finished owing to the formation of ice on the steep banks at it, rendering it dangerous and too difficult to be continued late in winter.

The appropriation for this road was only \$400, of which there has been expended and charged in my account to 31st December last \$373, including \$1.50 on account of the Clarendon and Thorne road, (see following synopsis), leaving \$27 further available.

With a small addition to it from the appropriation of 1861, this sum will be sufficient to pay for the completion of the unfinished bridge on McGee's Creek.

Besides the expenditure on account of the foregoing works, a payment is charged in my account to 31st December last of former year's appropriation, of \$251.50 to William Hodgins overseer on the Clarendon and Thorne road. This was not for work performed under

my direction, it was in liquidation of his claim for the amount of two pay lists, for work done on that road, referred to me for settlement, and for which there remained of former appropriation, the sum of \$250, the difference of \$1.50 being transferred to the account of the Eardley and Masham road as above mentioned.

It will be observed by my accounts that with the exception of the ten miles let by contract in the east end of the Gatineau and Coulonge road, the works were performed by overseers, with parties hired by the month or day.

This was done because it was preferable for various reasons, the irregular nature of the work not admitting of its being let properly by contract, the lateness in the season not affording time for the delay of doing so, or the work being such as required the judgment of a competent overseer experienced in it. The wages of the men with provisions and transport, gives an average of 84½ cents per day's work, which is low on the Ottawa.

Synopsis of expenditure charged by A. J. Russell in his accounts rendered to 31st December, 1861, on account of the appropriation of \$19,000 for Colonization Roads in the Counties of Ottawa and Pontiac, for 1861.

| | |
|--|-------------------|
| Payment to W. A. Richardson on account of contract on Gatineau and Coulonge road..... | \$3,776.08 |
| Do. on account of works on Otter Lake road in Thorne..... | 1,047.10 |
| Do. on account of bridges on Gatineau and Desert road..... | 186.00 |
| Do. for advertising road works by order of Department in Quebec | 102.02 |
| Do. to P. Aylen, Esq., for occasionally inspecting and measuring works | 102.00 |
| Contingencies and travelling charges, including expenses of reconnaissance of road to River Desert..... | 163.34 |
| Remuneration to A. J. Russell for superintendence of the above and of other works, under remaining appropriations of former years..... | 400.00 |
| | <u>\$5,776.54</u> |
| Total received by A. J. Russell on account of the above..... | \$6,000.00 |
| Do. expended as above..... | <u>5,776.54</u> |
| Balance in his hands by his account current to 31st Dec., 1861. | \$ 223.46 |

Synopsis of expenditure of old appropriations for roads in the Counties of Ottawa and Pontiac, autumn 1861, by A. J. Russell.

Onslow and Masham Road.

| | |
|--|------------------|
| Amount..... | \$ 900.00 |
| Expenditure, three pay lists..... | \$143.92 |
| Proportion of remainder of B. Moore's account..... | 327.08 |
| Proportion of contingencies..... | 14.00 |
| | <u>\$ 785.00</u> |
| Balance unexpended 1st January, 1862..... | \$ 115.00 |

Onslow and Clarendon Front Road.

| | |
|---|------------|
| Amount..... | \$1,000.00 |
| Expenditure, B. Moore, two pay lists..... | \$394.96 |
| Proportion of remainder of B. Moore's account | 290.81 |

| | | |
|--|-------|------------------|
| A. Wilson's account..... | 35.65 | |
| Proportion of contingencies..... | 13.58 | |
| | | <u>\$ 785.00</u> |
| Balance unexpended, 1st January, 1862..... | | <u>\$ 265.00</u> |
| Off this balance—paid John Gordon, in January, 1862, for assist- ing in exploring last fall, not in account, \$5.20 | | <u>\$ 259.89</u> |

Pontiac Front Road.

| | |
|--------------------------------------|------------------|
| Amount for Mansfield | \$ 650.00 |
| Do. for Calumet and Deep River | 250.00 |
| | <u>\$ 900.00</u> |

EXPENDITURE.

| | | |
|--|----------|------------------|
| Amount of S. Proudfoot's account..... | \$513.83 | |
| Cost of transport of supplies paid by A. J. Russell..... | 8.80 | |
| Proportion of contingencies..... | 12.37 | |
| | | <u>535.00</u> |
| Balance unexpended on 1st January, 1862 | | <u>\$ 365.00</u> |

Eardley and Masham Road.

| | |
|--------------|-----------|
| Amount | \$ 400.00 |
|--------------|-----------|

EXPENDITURE.

| | | |
|---|----------|------------------|
| Amount of F. Morgan's account..... | \$366.60 | |
| Proportion of contingencies..... | 4.90 | |
| | | <u>\$371.50</u> |
| Unexpended in payment to Hodgins for Clarendon and Thorne Road per pay list..... | 1.50 | |
| | | <u>\$ 373.00</u> |
| Balance unexpended on 1st January, 1862..... | | <u>\$ 27.00</u> |

Clarendon and Thorne Road.

| | |
|--------------|-----------|
| Amount | \$ 250.00 |
|--------------|-----------|

EXPENDITURE.

| | | |
|---|--------|--|
| Paid Wm. Hodgins amount of pay list..... | 251.50 | |
| Over expended and charged to Eardley and Masham road..... | 1.50 | |

RECAPITULATION OF EXPENDITURE.

| | |
|------------------------------------|--------|
| Onslow and Masham road | 785.00 |
| Onslow and Clarendon Front do..... | 735.00 |
| Pontiac Front do..... | 585.00 |
| Eardley and Masham do..... | 371.50 |
| Clarendon and Thorne do..... | 251.50 |

Total..... \$2,678.00

RECAPITULATION OF BALANCES ON HAND, 1ST JANUARY, 1862.

| | |
|------------------------------------|-----------|
| Onslow and Masham Road..... | \$ 115.00 |
| Onslow and Clarendon Front do..... | 265.00 |
| Pontiac Front do..... | 365.00 |
| Eardley and Masham do..... | 27.00 |
| | \$ 772.00 |
| Total as per account current..... | \$ 772.00 |

Expended in January, 1862, on account of Onslow and Clarendon road, paid John Gordon \$5.20.

PROPOSED WORKS.

From information heretofore acquired, and recent careful investigation, I would respectfully recommend the following as the most suitable further works for the advancement of Colonization in the Counties of Ottawa and Pontiac.

1st. The opening of the north road surveyed by Messrs. Bouchette and Ayley, on and near the line between the Counties of Ottawa and Pontiac, northward and southward, from the point where it intersects the west end of the ten miles of the Gatineau and Coulonge road now nearly completed.

The bridge built over the Stag Creek, where they intersect, serves for both of these roads. This north road line is laid off into lots, and by Mr. Ayley's report from seven-eighths to four-fifths of them are fit for settlement, on the 13½ miles from Stag Creek northward to the Pickanock, which, including sinuosities may be upwards of 16 miles of road. It passes along the front of the township of Stanhope, now called Alleyn, recently sub-divided into lots by Provincial Land Surveyor Holmes, who reports it to contain much good land, especially south of the Pickanock, which agrees with what was previously known as to that part. From Mr. Holmes' statements, and Provincial Surveyor O'Hanly's report of exploration of that and other townships, it would appear that by turning westward, this road line could be continued at least twelve miles further inland, generally fit for settlement, southward of Stag Creek the land on this line, as far as the 8th range of Masham, is all suitable for settlement, which with sinuosities may be fifteen miles of road line.

This would give upward of thirty miles of settlement road in the most favorable country the valley of the Gatineau affords, besides its probable extension at the north end, and the continuation westward of the Gatineau and Coulonge road, all branching from the part of the latter made last season. As this extent is all, as yet, unoccupied, I consider it the most advantageous and most readily available field for the formation of settlement in the territory under my charge. As timber agent, I would therefore propose the opening of this road as the first object to be provided for, and that I should devote to the making of it the remainder of the appropriation of last season, with as much of the appropriation for the ensuing season as may be available for it.

To make this road as good as the best class of colonization roads in Upper Canada, would require an outlay of about \$500 a mile; some of them cost nearly \$700 a mile, partly from defective original specifications and partly, in some cases, from their having required going over from not having been completely made at first. The accompanying specification affords a better road, for the cost, than any other that can be made. It concentrates the labor on the making of a sound, though narrow road bed, where the wheels run. Without that, additional earth is useless, either in a rugged or dry sandy country; and even in clay soil a greater breadth of muddy surface is a poor substitute for crowning and drainage. The clearing of a greater width of road than is going to be used as such is simply wasting the money—that should be applied to making a sound, dry and even carriage way—in clearing land at the sides, to save the settlers the trouble, or to grow up again in bushes. If a road be made by merely cutting the roots and stumps close off by the surface of the ground, in the roadway—instead of thoroughly grubbing out the roots, stumps and stones from nine feet, at least, in width of the centre—the remains of the stumps will always be protruding afterwards, rendering the road bad and dangerous for rapid travelling, or should the road be subsequently re-made, they must be then grubbed out at more cost

than if the trees were standing. In the same manner, if narrow causeways be made of small pieces of wood when a road is first opened, besides the risk of their being dragged into confusion by the drawing of heavy loads over them, and the impossibility of teams passing each other on them, they remain as nuisances when the road is afterwards properly made, or are thrown aside as useless, and replaced at further cost.

For these reasons, therefore, it is desirable, to avoid future loss of labor, that in opening roads, nine or ten feet of the centre should be thoroughly grubbed, and a sound road bed made of it, and the causeways and bridges be made wide enough for two vehicles to pass on them, especially on first class settlement roads leading to large areas for settlement, and likely to be much used.

Where it might be advisable to adopt an inferior description of road to that provided for in the annexed specification, to meet the requirements of economy, or for the opening of branch roads of less importance, the crowning and grading, in forming the road as mentioned in the specification, might, with the greater part of the side hill cuttings, as to width, be left to be done by the settlers, and the grubbed part of nine feet in the centre be merely solidly levelled so as to be made solidly passable for a loaded wagon. This is the least work that can be done without future loss, and it would afford a rough but passable road, with many bad spots in it, but it would be as good as the roads are, in many existing settlements. There would be labor to add, but none thrown away on it. Such work might be designated as affording a second class road.

A third class road might be opened in an inferior manner, the width of the road and causeways to be fourteen feet, at most; no grubbing done; the stumps to be cut close to the surface, and a passable track for a lightly loaded wagon made throughout.

In this case the causeways and bridges would be the only part of the work that would be of value in future making of the road, as, till the stumps and roots become completely rotten, the grubbing and grading would all have to be done as if in standing woods.

The cost of making roads of either of these descriptions depends altogether on the nature of the ground and timber where they pass, and the prices of provisions and labor in the locality. As pine trees (whose stumps are expensive to grub) are so frequent in the Ottawa country, and so very much of the land is stony, rocky and uneven, and as the great market occasioned by the lumber trade sustains the highest prices for produce and labor known in the Province, the cost of making any kind of road should be very much greater here than is usual elsewhere.

In ground of the usual ruggedness, a road of the first class mentioned, made according to the accompanying specification, would cost, as stated, \$500 a mile, causeways and bridges included.

The second class described would cost \$330.

The third class, or ungrubbed passage for a wagon, would cost \$300 a mile.

The bridges and causeways in the two last would be nearly equal in quality to those on the first, and be serviceable when the roads were completed and enlarged to the usual width.

Having made this long digression, as it seemed to be necessary in explanation of proposed future work, I beg to revert to the north road, from the Township of Masham to the Pickanock, which intersects the end of the part of the Gatineau and Coulonge road made this season. As presenting the best site for immediate settlement on the Gatineau, it is the first in importance to be opened as a colonization road. But it will be sufficient to open it on the scale of the second class road mentioned, at a cost of about \$330 a mile, leaving the completion of it to the scale of the first class mentioned, to be afterwards performed, as it may, without any loss of work, should its future extension or importance as a settlement road render it desirable.

In connection with this, the opening of the Gatineau and Coulonge road westward, from the part made this season, might be continued, on the above scale, to the termination of the road made this season, as already mentioned, in Thorne, a distance of fifteen miles, and thence twelve miles further. But as the land on the first fifteen miles is not so suitable for settlement as on the north road (though more than half of it will eventually be occupied), and as the westerly twelve miles of road line, though passing through good land already partly settled, has not been definitely ascertained, to lead to any considerable extent of good land beyond it, neither of them (though well worth opening, and meriting

an appropriation, should there be funds disposable) are so important or so immediately desirable to be opened as the north road already mentioned, or the others that I shall next specify.

Though secondary, as a great inlet for settlement, to the main road up the Gatineau, to which I shall again revert, a road up the valley of the River Petite Nation is the next that merits attention from its immediate utility and probable great importance from the extent of good land it will open for settlement.

This road line commences at the existing road in the township of Ripon, on the east side of the river Petite Nation. Thirteen and a half miles of it were marked out last fall, by Mr. Ledue, under my direction, as before mentioned, leading up through the township of Suffolk to its north outline. I would propose continuing thirty or thirty-five miles further northward, to Lake Monaming, a tributary of the River Rouge, where, from definite information and documents of survey in my possession, it would traverse a large tract of arable land, of a superior quality for settlement.

On the part surveyed by Mr. Ledue, he says he found "the land, though uneven generally, yet nevertheless very advantageous for settlement, the soil rich and suitable for cultivation and the production of all kinds of crops; the wood-maple, beech, hemlock, basswood, and fir of a tall growth, with very little pine;" and in an exploratory excursion northward, from the end of the road line he traced, he found the soil to continue arable and fit for settlement. For thirty-five miles of this line my information is from surveys performed at the near and the far end of it; of the middle part, the reports of lumber hunters who have traversed it, are very favorable, describing the land as resembling that of Suffolk.

As this presents us with the site of a general highway of forty or fifty miles in length, from which lines of settlement may be opened along concessions branching from it, right and left, as in Suffolk, with the lumbering works on the Petite Nation and the river Rouge offering a considerable market for farm produce, and being the nearest and one of the largest favorable tracts on the Ottawa, it offers an important field for colonization, especially for the surplus population of the adjoining seigniories and parishes.

I would suggest that this should be opened as a first class colonization road, as described in the accompanying specification. As labor is rather cheaper in that locality than in some others on the Ottawa, the cost might be somewhat under \$500 a mile, all charges included, especially as dry loam is the prevalent soil in parts.

To open the thirteen and a half miles laid out would, at the above rate, cost \$6,750. By reducing the work to levelling solidly on very dry, sandy ground, \$6,000 might be sufficient.

The third work I would suggest, as most urgently meriting attention, is the road from the rear of the township of Hull to Priest's Creek and the township of Bowman on the Rivière aux Lièvres.

This line of road touches the north-west angle of Templeton, and continues nearly along the line between Wakefield and Portland to Bowman. A small appropriation of colonization road money was very advantageously expended upon it last season, by Wm. Hamilton, Esq., of Cantly, in commencing to open it at the lower end. It should be continued at least sixteen miles further. It passes through a large tract of good land, lying partly in Wakefield, Portland and Denholm, now being settled, giving the most direct access to it from the City of Ottawa. It would open up most advantageously the land fit for settlement between the Gatineau and the Rivière aux Lièvres, and on the west bank of that river, which does not, on this part of its course, extend beyond the township of Bowman. The township of Bigelow, above it, being inferior and further up the high range between these rivers, comes close to the latter, in a form too rugged for settlement.

This road is essential for access to the Norwegian and German settlement now forming in Bowman. If the encouragement of such immigrants is desirable, it would seem especially so that a road of some kind should be afforded the first settlers of that class in this part of the Province, who, from their ignorance of the English and French languages, suffer much greater inconvenience in commencing than other settlers.

As this road cannot be carried very far with advantage, an expenditure upon it of \$300 a mile, may probably be considered sufficient, which would render an appropriation of \$4,800 for it desirable. But as the sum of \$500 advanced for provisions for the desti-

tute Norwegian and German settlers in Bowman, and for which I hold their notes, payable in labor, if so required, is chargeable to the road, but possibly may not all be recoverable, it would seem desirable that the appropriation should not be less than \$5,000.

The Rivière aux Lièvres affords a water communication from above the falls at Buckingham village to the township of Bowman, but in ascending there are several portages, besides rapids, where it is necessary to tow or pole up. A road up the valley of the Rivière aux Lièvre is very desirable, alike for the purpose of settlement and for the traffic of the lumber trade. The road on either side is passable for a cart but a few miles above the village of Buckingham. I am not able to give an opinion how such a road should be carried. Where the Rivière aux Lièvre traverses the ridge of the Laurentides, at and near the High Falls, there is much rough land, and unfavorable country above that, which would require much examination to enable one to judge.

Much of the township of Villeneuve is bad land and mountainous. The township of Wells, above it, is better, with much good flat land extending up the Rivière des Sourds.

From where the Kiamaca joins the aux Lièvres, that is, about eighty-five miles directly northward from its mouth, the country, as elsewhere on the north side of the Ottawa, and at that distance from it, changes from high rugged hills to a much lower undulating surface, and is much more arable. The good lands on the upper course of the aux Lièvres will most probably be settled in connection with the Gatineau.

The lower part of the valley of the aux Lièvres, excepting near its mouth, seems much less suitable for settlement than the country east of it, drained by the Lower Blanche and the Petite Nation, which is altogether on a lower level.

I would suggest that a line of colonization road should be surveyed and opened, diverging from the road from the steamboat landing at the village of Thurso to the river Ste. Seque, and passing up through the township of Derry East, on the east side of the Blanche, where it would intersect much good land, and northward through the township of Lathbury, which is reported to be favorable for settlement.

I am not in possession of sufficient information to enable me to say how far this line of road might with advantage be carried. But the land to be opened for settlement by this line being so near the Ottawa, and connecting with so accessible a part of it, so near its mouth and to the port of Montreal, would seem to render the survey of such a road line, after careful exploration, and the opening of it for settlement, very desirable.

It is equally desirable that a line of colonization road should be explored and opened from the west end of lake Blanche in rear of Lochaber northward, nearly along the line between the townships of Derry East and Derry West, where there are vacant, good lands, superior in quality to those already settled to the southwest. This line may be carried along the east or west side of the west branch of the Blanche, as further examinations might dictate, and thence up along the line between Villeneuve and Lathbury, or thereabouts, into the rear of the township of Wells, where the land is well suited for settlement. This road would give access to the valley of the Rivière des Sourds, where there are extensive flats of arable land, reported to be good, down which a branch road might probably be carried with advantage to the Rivière aux Lièvres.

The townships of Derry are described as containing a good deal of good land, hilly but not stony, and of a deep fertile soil. Beyond the 4th range of Derry West no lands were taken up last fall, nor in Derry East except where a few squatters were settling up the Blanche.

These two last mentioned roads would give access to the nearest vacant lands in the county of Ottawa, suitable for settlement.

The settlements generally forming on the Rivière aux Lièvre, and the large amount of revenue that government has realized from the extensive lumbering operations that have for years been carried on in connection with milling establishments at the thriving village of Buckingham on that river, are strong reasons for opening a road up its valley, but as the country on the banks of the river, to a considerable extent, presents difficulties requiring careful examination, I am not in possession of the information necessary to enable me to give any opinion of value as to where such a road should be located.

I have made these suggestions and observations as presenting subjects for further consideration with a view to the development of the lower part of the county of Ottawa.

Turning to a more remote part of the Ottawa country, I would in the fourth place recommend as meriting an appropriation of colonization funds for the opening of a road up the west side of the river Coulonge, to give access to a tract of good land in the west part of the township of Pontefract, and between it and Black River, and the building of a bridge over the river Coulonge.

The township of Pontefract was surveyed lately by Mr. J. Robertson, of Fitzroy. He is a very reliable and thoroughly practical judge of the quality of land; what he calls good land is unquestionably so. He condemns as unsuitable for settlement that part of the township lying east of the river Coulonge, even where it is very fine looking hardwood land, it is in general too shallow in soil for proper cultivation or certainty of crop in dry seasons, though the demand for farm produce will doubtless soon lead settlers to occupy the better part of it.

The west side of the township, however, contains much good land fit for settlement for about eleven ranges in depth, which also extends westward towards Black River.

The small proportion of good land in this part of the Ottawa country, compared with the great extent suitable only for lumbering, renders this tract of much value for settlement. It is near the Ottawa, and being on the way to the extensive lumbering regions on the Coulonge and Black River, the settlers will be in the most advantageous position for obtaining good prices for their produce, and the road, so far as it may be opened, will present the double advantage of being useful to the lumberers working up these rivers, as well as to the settlers.

I would suggest that this road should be opened from the front Pontiac road in Mansfield back four miles through that township to Pontefract, and thence about twelve miles further to and along its west outline, the site to be more definitely determined on survey of the line—in all say sixteen miles, at \$300 a mile, making it a road of the third class, as regards scale of work, would require an outlay of \$4,800.

The Coulonge is the first unbridged river in the main front road on the north side of the Ottawa, above the city, and being a large one, it is the first serious obstacle to communication and to the progress of settlement.

The river Coulonge enters the Ottawa about a hundred miles above the city, and as the country at that distance is but partially settled and only on the front, the main road here is virtually a colonization road essential to the further progress of settlement, and the building of a bridge over the river Coulonge is much required, not only for the upward travel on the Ottawa in connection with lumber trade and the eastern settlements, but also for the extension of settlement in the townships on the main river, as well as on the tracts in the rear like that just mentioned.

As already mentioned, I took the necessary sectional measurement of the river to enable me to make a plan and estimate of the proposed bridge. The river is there four hundred feet wide and about six feet deep in the channel, with a strong current and high steep banks and therefore quite unfordable. The bridge requires to be five hundred and ten feet in length, and twenty four feet in height from the bottom of the channel. It should have six water ways, of sixty feet wide, or five of seventy-two feet, with queen-post tresses in the latter case, or king-post tresses in the former; the cost would be equal in either case. To give security, as the bottom is of shifting sand, the piers should be well sunk with projecting foundation pieces, to give breadth of bearing, and they should be sent down with a good bed of fascines under them, which will prevent the eddy behind the piers and the plunge of the swell in front during freshets, from undermining their foundations.

Including \$100 for the making of the road approaching the site at the east end, the appropriation should be \$3,232; with the \$4,800 estimated for the Pontefract road, the total for these works would be \$8,032.

A bridge is also much required on Black River; at thirteen miles by the road above the Coulonge. Black River is the last large river on the Pontiac road which terminates twenty miles beyond it, at the foot of Deep River, where precipitous mountains come to the shore, rendering the continuing of the road along it impracticable; it will have to be carried through the valleys behind.

Though the extent of land fit for settlement in this direction is comparatively small, it would be a mistake to suppose that the public domain is too unimportant or unprofitable

to justify such considerable expenditures on account of it. The land that is good is unusually profitable to the cultivator, and much of the remainder now yields and will continue to yield a larger revenue to the Crown than the sale of the lands would represent, by the produce of its forests, which afford profitable employment to thousands on the spot, and in the commerce it creates.

The making and improvement of the main road up the Gatineau is the next subject I would suggest as meriting attention; not as being of less importance than the preceding works mentioned, but because its claims to consideration apart from its character as a colonization road are such as to merit a special parliamentary grant.

Apart from being the inlet to the lands suitable for settlement on the banks of the Gatineau and in the valleys of its many tributaries, it is now the main road of a numerous though rather thinly scattered population who can hardly be expected, unassisted, to make and maintain a road of ninety miles in length, passing frequently over very rugged unoccupied ground, and which is much used by the traffic of a branch of trade that yields a large profit to Government.

Besides the price of lands sold, Government must have already received upwards of half a million dollars as revenue for lumber cut on the Gatineau. Lumbering was carried on upon it to a large extent upwards of thirty years ago, and during the last nine years alone, I collected in ground rents and duties on saw logs cut on it, \$221,909, and far from being exhausted, the annual revenue has been gradually increasing from \$18,454 in 1853, to \$33,264 in 1861.

It would not seem unreasonable were the inhabitants of that section of country to ask one year's revenue, in thirty, of the public domain, to assist them in giving access to it for the purposes of trade and the extension of settlement in it.

The Gatineau road naturally presents itself in two principal divisions. The lower part, from the village of Hull, opposite the city of Ottawa, up the west bank of the Gatineau to Brooks's, at the Puagan Falls, in the township of Low, is thirty-five and a half miles in length. For this distance the road passes generally over rich clay soil, the alluvial flats of the river, with rocky ground on the spurs of the hills, which occasionally come close to the river, sometimes in precipitous rocky bluffs, hemming the road in to the narrowest practicable space along their base.

A stage runs regularly from the Ottawa to the Puagan. The land in that distance is all taken up and occupied, and the road in dry weather is a good country road, and much labor has been spent on parts of it by the inhabitants, but in continuous wet weather it becomes exceedingly cut up, with the deepest possible ruts, owing to the richness of the soil and the great traffic upon it. In many places it needs ditching and culverts, and there are some dangerous old bridges upon it, and bad rocky hills that are serious obstacles, requiring much expenditure to improve them.

A company was, I believe, formed for the macadamising of twenty-four and a half miles of this road, and a survey of the line and estimate of the cost of making it a macadamised road were made by George H. Perry, Esquire, Civil Engineer, but nothing further has since been done to my knowledge.

In a country like that north of the Ottawa, where the land fit for settlement is much exceeded in quantity by that which is unfit for cultivation, and is so frequently to be found in blocks too small and scattered to admit of the formation of extensive lines of settlement or to warrant the opening of colonization roads to them in detail; the improvement of main roads such as this which are absolutely necessary, to give access to the interior lands generally, is a very certain and advantageous way of forwarding the settlement of such parts of the public lands as are fit for it; especially in such cases as this, where the road is the highway of an extensive lumber trade, which creates a highly profitable market for the settlers and causes settlement to extend and prosper where it otherwise would not yet be in existence.

This would seem to afford an argument in favor of granting assistance to the Gatineau macadamised road company, should they proceed with their design, as it would, no doubt, most powerfully forward the settlement of the Gatineau country. Uncertainty as to how much of the road they may improve, renders it difficult to estimate definitely any sum for this portion of the road, between the probable end of their works and the Puagan, where improvement is certainly required, and be provided for in a general estimate for this road,

in case of a grant being obtained for it. An expenditure of at least \$4,000 would probably be desirable on this section, besides anything the company may be able to do.

The upper part of the Gatineau road, from the Puagan to the river Desert, is that on which expenditure in completing and improving it is most urgently required, not only to give access to several townships containing together much land suitable for settlement, but also for the benefit of the existing settlements and the important trade of the country. The distance is stated to be fifty-five miles. Much of it is merely a lumber track or winter road, parts of it have been worked upon by the settlers, as well as the lumberers. Some colonization funds have been spent on other parts of it. The worst part of it, owing to natural difficulty, is the first twelve miles above the Puagan. It is with much difficulty and some danger that an unloaded buck board can be drawn through from the Puagan to the Indian Mission Settlement at the river Desert, in the township of Maniwaki.

The first twelve miles, from the Puagan to the river Kazabazaa, embraces much of the most expensive ground to make a road upon that can be found. It has been opened from twelve to twenty feet wide. With some dry, even ground it presents steep clay hills, much very rocky ground, varied with long deep miry places, where the remains of numerous pine stumps that have merely been cut close by the ground, will be more expensive to take out than if the trees were left standing. The opening of the road in this imperfect manner and the making of some good causeways, a little side cutting, and some bridges was all that the limited funds hitherto available admitted of being done on such parts of the whole line as were worked on, and excepting partly in clearings, the grubbing and making the road, including ditching, grading and crowning, excavation and culverts, and the building and re-building of many bridges, has all to be done.

A new bridge is required on the Kazabazaa, 263 feet in length of work, and four feet higher than the present imperfect old one.

The next thirteen miles to the river Pickanock, in the township of Wright, passes over much more favorable ground; the cost per mile of making it a good road will be not much more than half the rate of the preceding portion.

The following nine miles from the Pickanock to Mr. Leamy's farm, at the upper outline of Wright, would cost still less on an average per mile, were it not for two considerable bridges required, for which I have taken the necessary measurements. Beyond this no work whatever has been done with colonization monies.

The next six miles reaching to the middle of the township of Bouchette, owing to there being much unfavorable rocky ground, with two considerable bridges to be built, will be about twice as expensive to make as the last.

The remaining fifteen miles to the river Desert, though at present merely a narrow winter road, will be much less expensive in making than the preceding, being generally very favorable ground, but is all in woods till about a mile from the river Desert.

To make a fair turnpike road of the whole of this upper fifty-five miles in the manner described in the annexed specification but one-third wider, would, on account of the extremely unfavorable character of parts of it, probably cost about \$35,772. But by careful management in concentrating the labor on the bad and impassable parts of it, and making the last fifteen miles in the smallest scale to be useful, the whole might be made fairly passable for loaded wagons for about \$19,448.

This sum represents the smallest scale of work that Government could have performed without disadvantage or considerable loss of labor; and it would be necessary that it should be incurred if the settlement of the Indian township of Maniwaki, and the surveyed townships opposite and above it on the east side, containing much good land, be considered desirable. Much of the line is uninhabited, especially the exceedingly rocky and rugged parts of it, and they will necessarily remain so. The upper part of Bouchette is unoccupied, so also is Maniwaki, excepting at the Desert, and it will long continue so, unless steps be taken for its survey and sale, which is very much to be desired.

It is to be regretted that Maniwaki, probably the best township for settlement on the Gatineau, should, where good land is so scarce, remain not only unoccupied, but a barrier to the progress of settlement in that direction.

From the river Desert upwards, the Gatineau road should be continued for colonization purposes, on the east side of the river up through the townships of Kensington, Aumond and Sicotte to Lake Baskatong in the township of that name; above the river

Desert the west side of the Gatineau becomes less favorable for settlement than the east side. Above lake Baskatong, crystalline limestone is said to prevail up the river Baskatooshin.

The river Gatineau drains an area of about ten thousand square miles, and is probably about four hundred miles in length. In general, one quarter of the land in the known parts of the valley of the Gatineau may be estimated as fit for settlement, in the present acceptance of the expression, though more of it may eventually be occupied.

To describe the lands fit for settlement, I would quote the words of Peter Ayle, Esquire. His opinion is based on twenty-eight years personal acquaintance with the Gatineau country, which, in connection with his lumbering operations, he explored more extensively than any other person. He says the lands fit for settlement "are generally of an unusually rich and durable soil, and though stony in places consists of deep loam on the tables that form the hill tops, and clayey flats in the valleys, often covered with deep black earth, and admitting of drainage where requiring it, poor sandy soil being of rare occurrence."

As one of the causes of fertility, I would mention that I found crystalline limestone the most commonly prevailing rock along the Gatineau for upwards of sixty miles below the river Desert. There are farms on the Gatineau presenting upwards of two hundred acres of the richest alluvial fields in front, and in rear hills of crystalline limestone, valuable alike for building and as a manure for the soil, and covered with valuable wood, pine for building and hardwood for fuel. In the finest parts of Canada those advantages are seldom found together.

But the greater part of the Gatineau country, as is the case on the north side of the Ottawa, generally consists of rugged, unarable hilly land with occasional sandy plains, the good lands occurring in veins, irregular tracts, and isolated spots.

It is of the utmost importance, therefore, in the projection of settlement roads, that the extent and position of those favorable tracts, and the best means of connecting them, if not already definitely ascertained, should be carefully determined by cursory exploration and the road lines adapted accordingly, as any other system of projection otherwise based, will be sure to end in utter failure.

As the rugged and inferior lands are generally covered with a good growth of valuable timber, in the manufacture of which, much farm produce is consumed, creating a market on the spot, and high prices, it is evident that the value of the remaining quarter for settlement and cultivation is thereby very much increased. By careful selection, the extensive forest regions, unfit for cultivation, might be left untouched, while continuous lines of settlement might be formed on the intervening veins and tracts suitable for cultivation, and settlers be placed where they would derive the greatest benefit from the lumber trade, and at the same time the poor and unarable regions of the Ottawa be preserved for ever in their character as the greatest lumber forests in the world.

Grain, potatoes and other vegetables are successfully cultivated on large lumbering farms at thirty and forty miles north of the river Desert. In the settlement on the latter, fall wheat is cultivated with success.

Though but remotely connected with the subject of this report, it is worthy of remark that it has been well ascertained that behind the high country of the Laurentides, that is, at from about a hundred varying to two hundred miles north of the Ottawa, the country becomes lower, and that in this great depression, which is about a hundred miles in breadth, and of an unascertained length from east to west, containing the upper three hundred and fifty miles of the Ottawa's course, there is much land suitable for cultivation, said by those who have visited it to be less hilly and stony than the new townships on the Madawaska and Gatineau. Stratified limestone is found in it at the head of lake Temiscaming and at Grand Lake, a hundred miles further east. As these two points, and much more of this northern valley are a degree south of the latitude of lake St. John on the Saguenay, which is known to have a better climate than Quebec, it is quite probable that they may possess in some degree the same advantage; and as thousands of settlers are living successfully in Upper Saugenay, it would be absurd to suppose that the same will not ultimately be the case on the great waters and much more extensive field of the Upper Ottawa, facilitated as it will be by the great reaches of inland navigation.

The river Desert, or more properly the settlement at its mouth, is about three miles

north of the latitude of Three Rivers, and the south shore of lake Baskatong is about four miles south of the latitude of Quebec.

I would now beg leave to recapitulate the works I have submitted for consideration in the order in which they seem immediately desirable to be proceeded with, and the appropriations that would be requisite for them, or the portions of them proposed. In doing so, I would respectfully explain that I submit a relative view of a system of works that would seem desirable for the most advantageous opening up of the localities most suitable for settlement, and of the probable expense of performing them at rates of cost considerably under that devoted to similar colonization works in Upper Canada, and which might occupy several years in execution, without presuming to indicate how much or how little of the Colonization funds should be at present devoted to them, were they even approved of and adopted; my sole object being to place at your disposal the result of the best information I have been able to accumulate, aided by my past experience in superintending such works.

Recapitulation of Proposed Works.

| | |
|--|----------|
| 1st. For the making of the North Road from the Pêche to the Pickanock, 31 miles, at \$380, less remains of appropriation of 1861..... | \$ 3,780 |
| 2nd. For do. of 13½ miles of Suffolk Road..... | 6,000 |
| 3rd. For do. of 16 miles of Hull & Bowlin do..... | 5,000 |
| 4th. For do. of 16 miles of Pontefract road..... | 4,800 |
| and Bridge over River Coulonge..... | 3,282 |
| 5th. For do. of the main road up the Gatineau to the River Desert, 55 miles from the Puagan upwards..... | 19,448 |

(Were a special Parliamentary Grant obtainable for the Gatineau roads, the amount should not be less than \$35,772 for the part from the Puagan upwards, \$4,000 for the part below, and \$4,800 for a bridge over the Gatineau, which is much required about six miles above the mouth of it.)

Further Works proposed to be afterwards prosecuted.

The West Road in Derry or the East Road on do. or both.

The continuation of the Suffolk Road to Lake Monoming.

The building of a Bridge over Black River in Waltham.

The continuation of the Gatineau Road towards Lake Baskatong.

But prior to that the continuation of the Gatineau and Coulonge Road.

For the position of the roads and works referred to in this report, I beg to refer to the accompanying map of the Counties of Ottawa and Pontiac. In it the representation of proposed roads not yet surveyed, it is only intended to indicate the locality and direction of them, leaving their position to be better determined by exploration and survey.

There is great danger of avaricious people, who own land elsewhere, taking up lands on Colonization roads as soon as it is known that they are to be opened, to the obstruction of settlers who really want the lots. To prevent this abuse the conditions of actual settlement should be promptly and rigidly enforced to the letter, and confiscation take place without a single day's delay, just in the same manner as has been punctually done for many years with lumberers' licences in this agency, when they failed to comply with the conditions required of them, though they might have made many payments on their licenses previously, and might lose thousands of dollars by the confiscation.

It would certainly be quite as easy and at least as just to enforce confiscation on the pretended settlers.

For a simple and self-acting system that would completely remove the obstruction to settlement caused by parties taking up lands for the speculative purpose of wringing high prices out of actual settlers afterwards, I beg to refer you to my report on the St. Maurice Territory, transmitted in March, 1859, containing practical suggestions as to the sale and settlement of the waste lands of the Province, and the better adjustment of the rights of settlers and lumberers, exhibiting a system whereby lands could be sold to actual settlers at a merely nominal price without any loss of revenue therefrom to the Crown.

I have the honor to be, respectfully,

Sir,

Your very obedient servant,

A. J. RUSSELL

SPECIFICATION

Of the manner in which the Colonization Road from the Puagan Falls, Gatineau, to the River Coulonge, is to be made.

1. It is to be made on the site of it traced in the field, excepting where otherwise pointed out by the Superintendent. or person in charge. It is to be cleared to the width of 24 feet.

2. It is to be formed to the width of 16 feet; all roots, stumps, and stones are to be grubbed out 10 feet in width in the centre, which is to be solidly levelled up, and in dry ground evenly crowned with hard earth to the height of * inches in the centre, above the sides of the road. All roots, stumps, vegetable matter, stones, and timber, and other rubbish to be thrown 4 feet back from the edge of the (16 feet) road. All stumps in the sides of the road, that is 3 feet on each side of the grubbing, to be cut down even with the surface of the road when made. No crowning to be done till all the grubbing has been performed and inspected.

3. In moist or loamy ground, as pointed out by the Superintendent or person in charge, the centre of the road is to be crowned to the height of 18 inches above the sides, which are to be formed into continuous water-tables, so as to take off all the water. They may be crooked outside of the 16 feet to avoid stumps or other obstacles. Or where required by the person in charge, a ditch 3 feet wide and 2 feet deep, is to be sunk along the upper side, outside of the 16 feet, in addition to the crowning mentioned in the second clause; the earth from the ditch to be used in evenly crowning the centre, excepting where it is black earth or vegetable matter, which is not to be used in crowning.

4. Culverts, with sufficient discharge drains, are to be made in all hollows where water may at any time pass, or where pointed out by the Superintendent; the water-ways to be at least 15 inches wide, and 10 inches high, in the clear under—greater if required. They are to be made of cedar if it can be had, otherwise of black ash or pine flatted; to be not less than 5 inches thick, the pieces to be 16 feet in length. The covering to be supported by four cross pieces dovetailed into, and securely pinned to the side pieces. The top of the covering to be lower than the road, and well secured by pieces pinned across the ends.

5. Such small bridges as may be required, are to be built of the same description of timber as the culverts throughout; the covering to be of the same dimensions, resting on four stringers, 1 foot in least diameter, supported by, and securely pinned to substantial side-logs, of a height sufficient to give free passage for the water at highest flood; or on abutments of round logs of the same description of timber, laid in tiers of four each way, 10 inches in least diameter, slightly notched upon each other, and securely pinned at the corners. Larger bridges to be built in the same manner and of the same dimensions and descriptions of timber excepting that the stringers for water-ways of 20 feet are to be not less 9 inches broad by 14 deep or round cedar peeled not less than 13 inches thick may be used—with handrails 4 feet high; the posts and caps of which are to be 6 inches square with braces 4 inches square and 3 feet long securely shouldered in and spiked to the posts and projecting pieces of the flooring every 10 feet. The flooring to be of 4 inches thick pine planks, or hewn cedar 5 inches thick, 18 feet in length, the projecting pieces to be 6 inches thick and 23 feet long boxed on the stringers. A binder 8 inches by 4 to be treenailed down on each side to retain the flooring. The posts of the handrails to be tenoned with it as well as the cap above and well spiked. The abutments and piers to be loaded with stone to the depth of 2 feet laid on a flooring of sound round logs 8 inches in least thickness. The approaches to bridges to be raised so as not to be flooded in high water, and all materials to be at all times subject to the inspection and approval of the superintendent or person authorized by him. Chips, logs and rubbish, which might communicate fire, to be removed a rod back all round bridges, and from the ends of causeways, and logging up side hills.

6. The water to be thoroughly drawn away from water-tables or side-ditches, by off-

* NOTE.—Economy is effected by making the crowning only six inches on very dry ground (which merely provides ground levelling) when the nature of the ground and other circumstances admit of such being marked and provided for in contracting, or where work is done by a skilful overseer and a select party which, in difficult ground, is the best way of obtaining the best result from limited funds.

take drains, 3 feet wide and 2 feet deep; or larger, if required to pass the water when greatest.

7. All swamps or boggy places to be causewayed or fascined. Causeways are to be evenly and closely laid, and hewn level on top and solidly bedded on the ground,—the stumps being first cut below the surface, unless where stringers are necessary to give elevations over water. Stringers to be at least one foot thick and four to the width of the road. The pieces to be of sound wood, 16 feet in length, and 8 inches at least in diameter,—of cedar, where it can be had. Nine-feet at least, in width, in the centre to be evenly covered, 3 inches in depth, over the highest logs, with earth from the side ditches, which are to be 3 feet wide and 2 feet deep, on one or both sides if required to draw off the water; otherwise, the earth to be obtained elsewhere. Where it may be found more suitable, (or be specially required at the time of letting the work,) in swampy ground, the stumps are to be cut even with the surface, 16 feet in width; the centre evenly raised 6 inches,—the whole to be then covered with softwood brush and small trees, the tops towards and over the middle, to the depth of one foot in the centre, when compressed, and 6 inches at the sides. The surface to be closed with 3 inches of swamp earth, with 8 inches of hard earth over 9 feet in width of the centre, diminishing to 4 inches at the sides of the road, which may be made up with any earth obtainable. Causeways and fascining, and the grubbing previous to crowning, not to be covered up till inspected and approved of.

8. On steep sidelong hills the road is to be cut lower on the inside, and to be 12 feet wide; besides a ditch near the cutting, 18 inches wide and a foot deep. The face of all cuttings to have slope back of one foot, for every one in height. The outside to be built up solidly, with stones, or sound timber not less than 10 inches at the small end, with cross-ties every 7 feet. Or the side may be made up with a layer of soft wood brush, laid tops out, for every six inches of earth.

9. In forming the road, the earth is to be worked from the heights into the hollows; and banks and ridges, where more excavation is not specified, are to be cut down 2 feet, if necessary, to equalize the road. In deeper cuttings, the roadway may be only 12 feet wide. In passing among rocks, or in very rocky ground, a passage of 10 feet in width will be sufficient, the points of the rock to be broken down, and the spaces between them solidly built up with stones, and the whole crowned with hard earth.

10. In descending hills, the water to be turned off every 50 or 150 yards, according to the steepness, and at the head of all cuttings.

11. No earth work done later than 31st October will be accepted or paid for this season.

12. All trees that fall on the road till finally received, to be cleared out, as well as any overhanging or other timber, or trees that may be considered likely to fall into the road.

13. If the work be not commenced within 10 days after the day on which it is let, or should it be abandoned for 10 days, without sufficient reason being assigned to the satisfaction of the superintendent, or should the contractor, or any person employed by him, refuse to comply with the instructions of the superintendent, or person employed by him to oversee the work, the superintendent will be at liberty to annul the contract, or employ men to do the work at the contractor's expense; and should there be less than six men employed for every mile contracted for, the superintendent will be at liberty to make up the number, by employing men at the expense of the contractor, should he see fit.

14. No work to be sub-let without the consent of the superintendent.

15. The work to be completed before the 1st November, 1861; but should more than one half of it remain to be done on the 10th October, 1861, the superintendent may then employ men at the contractor's expense to complete it.

16. Persons abandoning their work will forfeit the work performed.

17. One-third of the price will be paid when one-half of the work is done, and the remainder when it is completed and accepted; but the contractor's securities are to receive the balance due, or any part of it that the superintendent may consider them entitled to, should they be obliged to complete the work, or any part of it.

18. The contractor is to give the best accommodation in his power to the superintendent, or person appointed to oversee the work; such accommodation to be paid for at a reasonable rate.

The Commissioner of Crown Lands will not consider it necessary to accept the lowest tender, nor to let the full extent of work advertised, should he find the rates proposed too high.

No. 26.

REMARKS ON UPPER CANADA SURVEYS, &c.

The surveys performed during the past year in Upper Canada, were chiefly confined to that section of the country lying between the Ottawa River and Georgian Bay, and between the Spanish River, on the North Shore of Lake Huron, and Goulais Bay, on Lake Superior. The rapid settlement of the lands along the free grant or colonization roads, has induced the Government to subdivide into farm lots some of the new townships adjacent thereto, and to explore the country for new lines of communication connecting those roads with one another, and with the most eligible harbors on the shores of Lakes Huron and Superior.

The townships surveyed during the past year in the Huron and Ottawa Territory, as well as those enumerated in last year's Report, will be found correctly represented on the accompanying map. The system of subdivision is quite the same throughout the entire Territory, and the surveys have been so projected as to accord, in some degree, with that of the older surveyed townships lying to the South thereof, consisting of Concessions, Lots, and Road allowances. With the view of facilitating the granting of licenses for timber berths, the townships on the North Shore of Lake Huron have been surveyed into Sections and quarter Sections, each regular Section containing an area of 640 acres of land, without any allowances for roads.

In order to explain more fully the system of surveying carried out, and the subdivisions represented on the accompanying maps, a *resumé* of the general instructions issued by the Department to Provincial Land Surveyors for their guidance in conducting surveys in the Ottawa and Huron Territory, and on the North Shore of Lake Huron, respectively, may be usefully introduced.

INSTRUCTIONS FOR SURVEYS OF THE OTTAWA AND HURON TERRITORY.

"1st. Ascertain the bearings of all the lines you survey or verify by Astronomical Observations, and note the variation of the Magnetic Needle at the places of observation, and wherever there is any remarkable change in its amount. Enter the details of all your Astronomical Observations in your field book.

"2nd. Clear your lines well, and blaze the adjacent trees distinctly on three sides, *i. e.*, one blaze on each side in the direction of the line, and one on that side by which it passes.

"3rd. You will take a back observation at each station.

"4th. Verify the length of your chain previous to commencing operations, and frequently during the progress of the Survey, and pay particular attention to accuracy in your measurements, and to the correct marking of your posts, to ensure which you will select your chainbearers with strict regard to good conduct and fitness for duty, employing those only on whose honesty and capacity you can rely. In all measurements, the horizontal distances must be returned.

"5th. Your Theodolite must be often examined to prevent errors which would arise from the derangement of its adjustments.

"6th. Trace all the lines in the middle of the road allowances, planting posts at the distance of fifty links from the lines on both sides thereof—make the posts of the most durable wood you can find, squaring about two feet of the top, and cutting the numbers of the lots, concessions, &c., with a proper marking iron; the posts at the corners of the Township to be at least six inches square, those at the ends of Concessions five inches, and the lot posts four inches, all planted firmly in the ground; from the post you plant, take the course and distance to the nearest tree, which you will blaze in a conspicuous manner and mark B. T., (Boundary

Tree). You will enter the courses and distances of those trees from the posts, and their kind and apparent diameter, in your field book. Where a tree stands in the place for a post, blaze it on four sides and mark it as you would the post; where they can be had, place stones round the posts at the corners of the Township.

"7th. The regular farm lots are to be 20 chains in breadth by 50 chains in depth, containing 100 acres each, an allowance for road of one chain in width between each alternate Concession and every fifth and sixth lot.

"8th. If your Survey contains an eligible site for a town-plot, mark it on your plan, and report on its capabilities.

"9th. Make a diligent search for, and adhere to the boundary lines drawn, and posts planted in the original Survey of the adjacent Townships, to prevent encroachments.

"10th. Traverse any Lakes you may find within the limits of your Survey, in order to ascertain the areas of the lots adjoining them. Lay out road allowances round those Lakes, which your road lines intersect, and along the banks of rivers where necessary.

"11th. No lines embraced in your Survey are, in any case, to be run or surveyed by any person but yourself, or some other duly admitted Provincial Land Surveyor, whom this Department may authorize you to employ.

"12th. Ascertain the names of all the squatters on the lands you survey, and the position, extent, and value of their improvements, with such other particulars as will enable you to make a return of inspection of all the lots, in the accompanying form, which you will transmit apart from your field book.

"13th. As soon as possible after completing your field work, you will furnish the Department with a plan thereof, on a scale of forty chains to an inch, exhibiting the natural features of the country, such as hills, swamps, marshes, meadows, lakes, streams and waterfalls, and the clearings and buildings of the settlers; also the proper sites for mills, town-plots, harbors, and other public improvements. Mark on your plan the lengths and bearings of the outlines of all the irregular lots and their contents in acres, with the total area of your survey. You will also furnish a plan exhibiting the Township in colored sections, according to the various descriptions of timber you meet with in the course of your Survey, and write on such sections the various kinds of timber in the order of their abundance. Mount your drawing-paper on thin linen or cotton, well stretched on your drawing table, previous to drawing your plan, and roll, not fold it, when you send it to this Department.

"14th. You will keep a diary in the form transmitted herewith, containing a detailed account of your proceedings, the number of chains surveyed each day; when you hired and when you discharged your men, and their names, the kind of weather, &c.

"15th. Your field book is to be kept in the accompanying form, comprising the Astronomical Courses of all the lines you have run or verified, the Magnetic variation, the distances in chains and links from the points and departure in the Lot, Concession, &c., to each object noted; the kind and quality of the soil and timber, entering each kind of timber in the order of its relative abundance—the general nature of the face of the country, whether level, rolling, broken, hilly or mountainous—all marshes, swamps and meadows—all lakes and ponds, with a description of their banks, and whether their waters be deep or shallow, pure or stagnant, all springs, all brooks and rivers, with their width, depth and course rapids and falls, giving the estimated difference of level in feet, and stating whether they afford mill-sites: all mines and minerals; all travelled roads; the tracts of hurricanes as shewn by the fallen timber; all offsets or Trigonometrical Observations by which you have obtained the measurement or distance of any line or part

of a line which could not be actually measured, or the distance of any object from a line; the distance at which you met, and at which you left any lake, bay, pond, marsh, meadow, stream, windfall, precipice, hill or mountain, stating whether the slopes of the two latter be steep or gradual, and their inclination—all posts planted, the kind of wood of which they are made, their dimensions and marks, with the courses and distances to bearing trees, and the details of all your Astronomical Observations, *i. e.*, the place, day, hour, altitude, azimuth, &c., methods of working and results.

“16th. Your Report of Survey must contain a concise summary of your proceedings, with a few general observations on the Physical Geography of the country, its capabilities and the best mode of developing them. Write it on paper of the same size as the printed forms of field-notes and diary, as it will be bound with them.”

INSTRUCTIONS FOR SURVEYS ON THE NORTH SHORE OF LAKE HURON.

“1st. When you have determined by a series of observations of the meridian altitudes of the sun, and of several of the stars, the latitude and variation of the needle, at the point of commencement, you will proceed to survey the principal meridian from the south-west corner of _____ marked A on the enclosed map on a course south, astronomically. At 40 chains from point of commencement on your line, you will plant a post marked quarter section, and at 80 chains, or one mile, plant another post, marked corner of sections Nos. _____ on the right, and Nos. _____ on the left, and so continue your line until you arrive at the 6th mile or south-east corner of Township No. 1 west of principal meridian, marked B on accompanying plan, and proceed in like manner with the other boundaries and division lines of the entire township. The corners of townships, sections, quarter sections and fractions are to be established, and marked in the following manner:— On the exterior township lines, corner posts must be erected at the distance of every mile and half mile from the township corner. The mile posts are for the corners of sections, and the half mile posts for the corners of quarter sections. These posts are always to be made of the most durable wood that can be had, and should be very securely set or driven into the ground, and the sides of the posts are to be neatly squared off at the top—the angles of the square to be set in the direction of the cardinal points of the compass. All mile posts on the township lines must have as many notches cut on them, or one of the angles thereof, as they are miles distant from the township corner where the line commenced. But the township corner posts shall be notched with six notches on each of the four angles of the squared part. The mile posts on the section lines shall be notched, on the south and east angles of the square respectively, with as many notches as those posts are miles distant from the south and east boundaries of the township.

“2nd. Wherever a tree may be so situated as to supply the place of a corner post, it is to be blazed on the four sides facing the sections to which it is the corner, and will be notched as the corner posts are, and at least one bearing tree must be taken in addition thereto, and marked in the usual manner.

“3rd. At all posts thus established for meander section or township corners, there shall be cut with a marking iron, on a bearing tree, or some other tree within each section, and as near as may be to the corner thereof, the number of such section, and over it the letter T, with the number of the township, and annexed thereto the letter N or S, as the township may be north or south of the base line; and above this the letter R, with the number of the range, and annexed thereto, the letter E or W, as the range may be east or west of the principal meridian, thus—

R 15 W

T 53 N

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"4th. The letters and numbers thus marked must be neatly and very distinctly cut into the wood of such tree with a good marking tool, the bark thereof having been first hewn or peeled off from a spot on the side facing the corner, large enough for that purpose, unless the tree be a beech, in which case the bark if smooth, may remain on. But at the quarter section corners there are no numbers to be made, the post is to be flattened on two opposite sides, and thus marked,—“1-4 S” to indicate that it is a quarter section post; and the nearest adjoining tree on each side of the sectional line, must similarly marked.

"5th. You will keep in your Field Book the notes of description of each section on the line, apart from the one following.

"6th. You will describe the land, whether level, rolling, broken, hilly or mountainous. The quality and character of the soil, and whether first, second or third rate. The several kinds of timber and undergrowth with which the land may be covered, naming each kind of timber in the order in which it is most prevalent, and in prairie, or beaver meadow, the kind of grass or other herbage which it produces. All rivers, creeks, and smaller streams of water, with their depth and right angled width, and the course they run where the lines of your survey intersect or cross them, and whether the current be rapid, sluggish or otherwise. All rapids, cataracts, cascades, or falls of water, and the estimate amount of their fall in feet. All springs of water, and whether fresh and pure, or mineral, shewing also on which side of the line situated, and the distance therefrom, and the course of the streams flowing from them. All lakes and ponds, with the description of banks surrounding them, and whether the water be deep or shallow, pure or stagnant. The traverse of the lakes, navigable rivers, bays, islands, and streams forming boundaries; all prairies, beaver meadow, swamps, marshes; all beds of peat or turf ground; all precipices, caves, stone quarries, and ledges of rock with the kind of stone found in them; all Indian towns and wigwams, cabins, fields or other improvements, sugar tree groves and sugar camps; all minerals and ores, with particular descriptions of the same, as to their quality and extent; the exact situation of all mines, salt springs, salt licks, and mill sites, which you may discover, or that may come to your knowledge; all fossils, petrifications and other natural curiosities, with descriptions thereof; all travelled roads, and 'trails,' with their courses, and denoting the place from which they lead; the tracks of tornados or hurricanes, commonly called 'wind-falls,' or 'fallen timber,' shewing the direction of the wind as indicated by the fallen trees; all ancient works of art, as mounds, fortifications, embankments, ditches, or other similar objects; all offsets or methods of whatever kind by which you shall obtain the measurement or distance on any line which cannot be actually measured; at what distance you enter and at what distance you leave every lake, bay, pond, creek, bottom, windfall, grove, prairie or beaver meadow, ravine, marsh and swamp, with the course of the same at both points of intersection, also the distance at which you begin to ascend, arrive at the top, begin to descend, and reach the foot of all hills and ridges, with their courses and estimated heights in feet above the level of the surrounding country, or above the bottom lands, ravines, or waters on which they are situated."

When the survey of a township is completed, and the returns thereof, comprising plans, field notes, diary, report, and accounts, are transmitted to the department, they are carefully examined; the plans being compared with the field notes, and the accounts with the diary. Should any errors or omissions be discovered in the examination of these documents, they are returned to the surveyor, who

must furnish the required corrections, and supply the necessary omissions before obtaining a settlement of his account.

The next step in the Surveyors' branch of the Department, is to prepare a list of the lots in the several concessions, or, if the township is on the north shore of Lake Huron, a list of the sections and quarter sections, with the area of each entered opposite, and, if settled upon, the quantity of land cleared, and value thereof; as also copies of the plan of survey, which are required for the use of the sales branch, the local agent, and the registrar of the county in which such survey is situated.

The accompanying maps of the Ottawa and Huron Territory, and the north shore of Lake Huron, have been compiled chiefly from the surveyors' township plans, and laid down according to a scale, the one of five miles to an inch, the other of six. The projection is constructed from the tables of the United States coast survey as conducted by Professor Bache. These tables were reduced to the Canadian standard measure of length made by Messrs. Troughton and Simms, of London, for this Department in 1850, and which is now in the care of the Secretary of the Board of Examiners of Provincial Land Surveyors, at Toronto, for the special use of the surveyors of Upper Canada. Messrs. Troughton and Simms state that they compared the Canadian standard with the Tubular standard scale of the Royal Astronomical Society, and find it .000008 of an inch longer than the middle 8 feet or standard yard.

It is hoped that these maps and extracts will not only be found useful to the immigrant and party seeking lands for settlement in the sections of the Province they represent, but that they will also afford some valuable information to the lumberer and explorer. Until the territories are subdivided into farm lots, comparatively correct maps cannot be constructed from river surveys, but in the meantime much additional information may be procured to swell the available data, and to expose any errors that may have crept into the recent surveys. For this reason the returns are placed in their present form before the public.

It is much to be regretted that the method of surveys by contract in certain parts of Upper Canada, was ever adopted by former governments, as it has been found to be productive of unlimited evils, from the loose and careless manner in which such surveys were performed. Between the years 1819 and 1827, about 50 townships, of 64,000 acres each, were surveyed after this system, and it has been discovered, by examination on the ground, that the lots, in some cases, fall as much as 20 acres each short of the quantity patented, while in others an overplus of a like quantity is found. In consequence re-surveys of the townships of Olden, Palmerston and Kaladar, have been made during the past year, and instructions for the re-survey of Oso have been issued. As some of those townships lie to the south of the tract represented on the accompanying map of the Ottawa and Huron Territory, their subdivisions are not laid down, but extracts from the surveyors' reports are inserted.

Not only was the work on the ground erroneously performed, but the returns exhibit the utmost ignorance with regard to proper order and system. The notes in many of the old field books are commenced at the top of the page, the chains and links at the left hand margin, and the remarks entered at the right. These field books are of all shapes and dimensions, from 2½ by 6 inches to foolscap size, without information to direct either the settler or the surveyor at any future period how to discover the lots or the ground they represent.

In some of the old field books, a paragraph is devoted to each lot, and the description written across the entire page; the chains and links are entered at random, and the bearings or courses of the lines left out altogether; and no mention or description is given of posts planted to mark the limits of the lots or con-

cessions. It is highly probable that a re-survey, on correct principles, of these loosely-surveyed townships will be found expedient; the extent and importance of the interests concerned justifying the increased expense which the work of correction will necessarily entail.

The errors of the old surveyors would in many cases be much easier dealt with, in the performance of municipal and private surveys at the present day, had detailed statements of their proceedings been given in their Reports or field notes furnished to this Department, especially as regards their celestial observations. No details are given beyond the mere mention, that the variation of the magnetic needle was found to be some certain quantity, by the meridian passage or an azimuth of the polar star, without stating how the time of such meridian passage or the quantity of such azimuth was determined. From such defects in the returns, it is impossible to form any opinion as to the correctness of the results of such observations. Another source of error with the old surveyors, was the false assumption that the magnetic needle had the same amount of variation at different periods and at places remote from one another; that the pole star, (which is generally used in establishing meridian lines,) passed the meridian at the same time with certain other stars. Hence if the observations were correctly made, the results would vary several minutes of a degree from the truth. To the above may be added the practice then in general use, of allowing for the azimuth of *Polaris*,* neither adapted to, nor calculated from, the true latitude of the place of observation, nor having been reduced from the actual polar distance of the star. From the year 1842 to the present time, important improvements have been made, both in the system of surveying, and in the qualification of the surveyors. In the year 1848 an Act (22 V., c. 29) was passed appointing a Board of Examiners to see that no person be admitted to the profession without having served a probationary period as an apprentice to a duly qualified surveyor, and without having undergone a final examination in the first six books of Euclid, plain and spherical trigonometry, mensuration of superficies, plotting and map drawing, and be sufficiently conversant with practical astronomy to enable him to ascertain the latitude, and to lay down a true meridian line. The candidate must also be acquainted with the rudiments of Geology, so as to qualify him to recognize, when met with in the course of his practice, the ordinary economic minerals of the country. The Act above cited provides proper direction for establishing governing and boundary lines of townships, concessions, &c., which have been defaced by time, or which have not been run in the original survey.

Although it is impossible to frame an Act to meet every case arising from erroneous survey, the Bill above referred to now in force has done much to rectify the blunders of the early surveyors, and at the same time save the early settlers from expensive law suits and trouble.

Another special improvement in surveyors' Returns, is the new form of field book recently adopted by the Department, by which it is intended to represent the features of the country through which the surveyed lines pass: every swamp, lake and river, and every remarkable object, the rise and descent of the land, are sketched therein in the relative position they occupy on the ground with regard to the line of survey, the posts and boundary trees, and the bearings and distances thereof. The surveyor is required to place in the field book a small diagram of the township, which serves as an index to the volume. With a view to facilitate the operation of finding the detailed description of any lot or line

* The phrase "azimuth of *Polaris*," is used, albeit technical, because it conveys a precise idea to the mind of a surveyor. For the information of others, it may not be amiss to explain that the "azimuth" of a celestial object is the arc of the horizon intercepted between the meridian and a vertical circle passing through the object.

therein, observe on the diagram the number of the page, where such description will be found, with the kind and quality of the timber and soil written thereon.

The chains and links are entered from the bottom of the page to the top, in a column running up the centre thereof, with the position of the posts and boundary lines marking the limits of the various farm lots on each side of the line surveyed.

At the end of the volume, the observations for latitude, time, and variation of the magnetic needle, and the necessary detailed calculations, are entered; as also, the diary or journal of proceedings and sketches of the lakes, with the traverse lines laid down.

With the view of ensuring as much accuracy as possible in the performance of the surveys of new townships during the past year, the Senior Surveyor was instructed to proceed to the field of operation during the progress of the work, and examine the mode of opening up the lines of survey, the marking and planting of posts, the taking of field notes, observations, &c., and to see if the surveyors were performing such service in conformity with their instructions and the intentions of the Department. The following is an extract from his report, viz:—

“Having thus given a detailed account of the respective Surveys visited, it must be obvious that the present reformed system adopted by the Department, of improved Topographical Field Book—Astronomical Bases in the field, and the establishment of points by latitude, &c., has already exercised a practically beneficial effect upon the work in the field. The well opened lines, the clearly defined angles of intersections, and well posted boundaries, with index trees to point out the position of less permanent monuments, are all the effect of an improved system of organization, with reference to instructions and requirements issued to Provincial Land Surveyors. This, in connection with the advertised fact that a practical examination of their work in the field is regularly to be made, is a reformatory advance that may, with vigilance, be brought every year nearer to perfection.”

It may not be inappropriate to remark, in conclusion, that the progress accomplished in the accuracy and completeness of the surveys of Upper Canada has been most satisfactory. In the accompanying pages are given extracts from reports furnished to the Department, by surveyors employed in opening new fields for settlement during the last year, and years immediately preceding; and it is believed that an examination of the statements thus conveyed will serve to exhibit the increased care that is exercised in the departmental supervision, and the increased particularity of the surveyors themselves, in the discharge of the duties entrusted to them. Details are omitted, because, though valuable to the profession, they would possess no interest to the general public, whilst they would swell the bulk of the matter published to an inconvenient extent. Enough has been selected to reveal the general progress of the Government surveys in Upper Canada, and to indicate the variety and extent of the ground that has engaged the attention of the Department, during the period covered by the Report.

THOMAS DEVINE,
Head of Surveys, U. C.

DEPARTMENT OF CROWN LANDS,
Quebec, May, 1862.

*Extracts from Surveyors' Reports of Survey, in the Huron and Ottawa Territory.***ANSTRUTHER**

Is situated in the county of Peterborough, having the township of Burleigh on the south, Monmouth on the north, Cavendish on the west, and Chandos on the east: the two latter townships are now being subdivided. Anstruther was subdivided last year: it contains 68,535 acres of land.

The following is an extract from P. L. Surveyor Fitzgerald's Report of Survey:—

"From side lines between lots Nos. 20 and 21, I commenced the survey of the line between Concessions Nos. 4 and 5 towards the west boundary, running north and south at every 100 chains for side lines. For about 110 chains from the starting point to Eagle Lake, the land is exceedingly rough and broken, covered with a variety of timber of a very poor description, viz.: small pine, hemlock, scrubby oak, birch, poplar, &c.

"Passing over Eagle Lake, the country becomes more uniform and level, and a fine tract of land, lying chiefly to the north-east, extends also to the westerly boundary. Here are scattered many large and valuable pine trees, girding an average of 10 to 15 feet for a height of 50 to 60 feet. Between this place and the south boundary of the township, there is very little land suitable for agricultural pursuits, except a small tract on the south shore of Eagle Lake. On the stream flowing out of this lake, called the 'Mississauga Creek,' farther on its course, and on which a saw-mill is already in operation, are many excellent water privileges, capable of working a vast amount of machinery, and from the character of its banks, of very advantageous application.

"Eagle Lake, and the small lakes which are tributary to it, are fed by streams having source within the township. The shore of the former, on the east side, is very bold and precipitous, in some places rising to a perpendicular height of 100 feet of solid granite rock, partially stratified, and dipping at an angle of eight degrees in a south-easterly direction; a disposition which pervades the geological formation all through this section of the country. As a general rule, the water shed south and west of the tributaries of the Ottawa, is in a south-westerly direction, along the foot or dip of the particular stratification, the outcrop of the rock being on the east shore, while the land gently ascends from the water on the west side, up along the bed of stratification to the summit of the next outcrop, or precipice overlooking a lake or stream. In these lakes are a species of trout resembling very much the ordinary speckled trout, quite as large, but not so mottled on the back, nor are the specks quite so brilliant as of the true speckled trout. Whitefish, bass, and perch are also very abundant; and in the lakes farther north, in Minden, Dysart, and Stanhope, any quantity of salmon trout may be had, weighing from 6 to 15 pounds each. I have often in a few hours hooked ten or more of those beautiful fish.

"Along the west boundary, through part of Concession 4, all of Concession 5 and 6 and part of 7, the land is capable of being profitably farmed. It is chiefly timbered with beech, maple, and basswood, and is tolerably free from stone. The soil is a sandy loam of dark color and good depth. Passing out of Concession 7 towards the north boundary, the timber is chiefly white and red pine, valuable only for saw-logs and small spars. The soil is light and sandy, and flat bare rock, in a few cases comes up to the surface. Nearly through the centre of what may be considered the west half of the township, runs a narrow strip of good, hardwood land, widening towards the north boundary, and extending north of it into the township of Monmouth. All this tract is fit for cultivation, except where partially broken by a small swamp or lake. The same observation, as regards the land, will apply to the north part of this half of the township, but the hardwood is to some extent replaced by pine, hemlock, balsam, spruce, &c. The south part however is not so favorable, particularly towards side line 20 and 21, which passes through a very barren tract, the extension of the same ridge of rocks as at Burleigh Falls. The timber is chiefly small pine, hemlock, balsam, &c. The remainder of the township, from lot No. 20 to 39, which may be considered the east half of the township, is much better, particularly towards the north, and around Eel Lake in the north-east corner. Here I have seen hundreds of trees of white pine, perfectly clean, straight, and sound, and of a diameter from 3 to 5 feet for a height of 40 feet. The land is also of a superior quality, consisting of a dark, rich, loamy soil, almost entirely free from stone. The land is chiefly

covered with beech, maple, and basswood, scattered through which are occasional groves of such pine as above. In my opinion too much attention cannot be paid to this part of the country. There are three townships, viz.: Chandos, Cardiff, and Monmouth, which would favorably compare with any in the county of Peterborough; and from my experience during the winter of '57 and '58, while surveying the boundary lines of Minden, Dysart, &c., I have reason to think that this tract extends north to Harcourt, the township east of Dysart. Fortunately the new Burleigh Road, which I am now engaged at under your instructions, will open up for settlement this fine tract of country, offering comfortable homes to hundreds of industrious and persevering young men. At least fifty applications have been made to me by the sons of Canadian farmers, who intend to settle along this road so soon as it passes out of Burleigh; even in my own surveying party, there are four young men only waiting to have the road made to enable them to carry in provisions to commence farming."

WICKLOW

Is situated in the county of Hastings, and is bounded on the west by the Hastings free grant road, and on the north by the Peterson free grant road, on the east by the township of Bangor, and on the south by the township of Monteaule. The subdivision of the whole township was completed last year: it contains about 46,000 acres of land.

The following is an extract from P. L. Surveyor Kertland's Report of Survey:—

"From the general tendency of the timber and soil on the lower part of my survey, I had anticipated a general improvement in the quality of the land as I advanced northward, and in this respect in the townships of Wicklow and Bangor, the latter especially, my anticipations were fully verified. In Radcliffe, the better portion lies decidedly in the south, so far as farming purposes are concerned, there being, emphatically, little good farming land north of Dam and Long Lakes, except along the route of the Opeongo grants, and a few lots near the northern boundary. The district north of these lakes is a thorough lumbering country, and is at present in complete working order in the hands of Mr. D. McLachlin, a well-known and thoroughly energetic lumber merchant, of whose parliamentary services the electors of the county have lately availed themselves. He had lumber shanties erected on Wadworth's Lake, Dam Lake, Barry's Bay, and Lake Kiminiskeg, all in full operation last winter, and will, no doubt, reap the reward due to his perseverance and untiring industry. South of these lakes there are many good lots, and there is no doubt but the enterprising spirit of Mr. Watson, who has erected saw and grist mills in Brudenell, close to the town line of Radcliffe, will induce many settlers to venture in, who otherwise might have been deterred from so doing. There is no town of any kind on the Opeongo route after leaving Renfrew, and as a town must eventually arise in this locality somewhere, I think the lots adjoining Dennison's, at the bridge across the Madawaska, on the 'Branch road,' the most advantageous place. The river is here spanned by a good and substantial bridge. There are many settlers now entering by that route, and there will be a good mill site afforded about a mile from the bridge, on Watson's creek, ere it falls into the Madawaska. The land continues rough into Bangor, as far as to the east side of the River Madawaska and Lake Kiminiskog, but between this and Lake Papineau lies the best land in the whole survey, especially along the 8th and 10th Concession lines. The soil is good sandy loam, the ground is rolling and undulating, and the timber maple, beech, balsam, &c., with a sprinkling of pine, hemlock, birch and other timbers. The ground embraced by Barry's Bay, Kiminiskeg, and the Madawaska is rough and broken, bearing principally pine and hemlock; and, again, the land on the north of Papineau Lake, and along the edge of Harris' Bay, is high, broken, rocky, and precipitous, but only for about half a mile from the shores of these waters. The waters of Papineau Lake are very beautiful, being clear and deep, abounding also in speckled trout and other fish. The town line between Bangor and Wicklow, north of this lake, marked on the projected plan as having been already surveyed, I could find no trace of, and, therefore, surveyed it through from the south shore of the lake. I have little doubt but the land between the great Lakes Kiminiskeg and Papineau will be rapidly taken up, for owing to the judicious management and straight-forward dealings of the Crown Lands agents, P. T. French and Martin Hayes, Esqs., most of the lots fit for cultivation in the already surveyed townships

adjoining have been occupied. In the township of Wicklow, the roughest part lies in the south and east: the land in the first and second Concessions is very broken and hilly, while in the north-east, where the extremities of Papineau Lake and Harris' Bay approach, and also all along the shores of Harris' Bay, the land is rocky and precipitous. The best land lies in the centre and west, where the ground becomes less broken and assumes more of the undulating character—maple, beech, and balsam being the predominant timbers."

CASHEL

Is situated in the County of Hastings. It is bounded on the west by the township of Limerick, on the north by Mayo, on the east by Ashby and Effingham, and on the south by Grimsthorpe. Effingham, Grimsthorpe, and Mayo are yet unsurveyed. Ashby is subdivided, and Limerick in process of survey. Cashel was surveyed last year, and contains 48,743 acres of land.

The following is an extract from report of survey by H. A. F. McLeod, P.L.S. :—

"The soil is generally shallow, and is in some places very good, though only a short distance to the rock, which underlies it in all parts of the township. I have drawn lines on the index plan, in three colors, which show that about a quarter of the township is good land with hardwood timber; about one-third fair land with mixed timber, and the remainder is poor land with hemlock, cedar and pine. The kinds of timber most prevalent are hemlock, pine, cedar, balsam, beech, maple, spruce, tamarac, ironwood, basswood and elm.

"Only in the central western part is there much field for lumbering operations, where a firm of the name of Hilliard and Dixon are now engaged in that pursuit. The pine in other parts of the township is too scattered: it is good in some places, and will be valuable to settlers. The hemlock and spruce in the north-eastern part of the township is almost entirely dead. The beech and maple are good on those lines marked red in the index map.

"The township is well watered with lakes and streams: 1875 acres are covered by lakes which are pure and deep. The summit level of the Moira Beaver Creek, part of the Madawaska and Mississippi Rivers appears to be in that township. The lakes through which Beaver Creek flows are very clear and pure. The rest of the lakes are dark colored and pure.

"A list of the settlers at the time I executed the survey will be found in the inspection returns. They boast of the richness of the soil on which they are settled. All kinds of crops thrive well and yield largely. Some of the lakes abound in fish. There is also a good deal of game, which adds very much to the comfort and support of the new settlers. Valuable furs are also taken throughout the township."

OLDEN

Is situated in the County of Frontenac. It is bounded on the North by the Township of Clarendou, on the West by Kennebec, on the South by Hinchinbrooke, and on the East by Oso. This township was re-surveyed last year: it contains 65,617 acres of land.

The following is an extract from P. L. Surveyor Gibb's report of survey :—

"The inaccuracy of original survey, and the particular bearings of the statute in reference to such surveys, have caused more intricacy in the work than might have been anticipated; but every pains has been taken to make the whole, to the best of my judgment, as clear and correct upon the ground as possible.

"The township has been lumbered over extensively during the past ten years, and consequently a great amount of excellent pine timber has been carried off, and still continues to be. As there is much land of little value when the marketable timber is removed, I consider that it is important the Department should be made aware that many lots are taken up, 'free grants' as well as others, apparently for the purpose of disposing of, or cut-

ting the timber. There are certainly lots claimed in this way, and remain unimproved while the timber (pine) is rapidly disappearing.

"The greater part of the township is very uneven, and the ground of considerable part is rocky and swampy.

"The soil of other parts is sandy, and appears pretty fertile, excellent crops of wheat, oats, indian corn, potatoes, turnips, &c., having been produced the past year; but I am of opinion that the land generally is better adapted for grazing and pasture than other kinds of farming.

"There are now about eighty or ninety families who have made more or less improvements. A post-office is established, and there is a store and a blacksmith's shop, but no mill of any kind has yet been erected, although much needed."

PALMERSTON

Is situated in the county of Frontenac. It is bounded on the west by the township of Clarendon, on the north by South Canoto, on the east by the Townships of Lavant and North Sherbrooke, and on the south by Oso. It was re-surveyed last year, and contains 58,188 acres of land.

The following is an extract from P. L. Surveyor Snow's Report of Survey:—

"Lying along the southern boundary line, an average of about seven lots in width, is good land. The timber is chiefly hardwood, with white pine, balsam, hemlock, and cedar. A large portion of this tract is already settled. Between this tract and the Mississippi River, and that of Cross Lake, comprising an area of about 50 lots, the timber is white pine, hemlock, balsam, cedar, with a slight sprinkling of hardwood, and a rocky, uneven surface.

"This part of the township is, with few exceptions, unfit for settlement. North of the Mississippi River and Cross Lake, from the 3rd to the 9th Concession inclusive, on the river, and in the rear of lot No. 13 in the 10th and 11th Concessions, with an average depth of 6 lots, the general character of the country is extremely variable, and is timbered with white pine of excellent quality, hemlock, balsam and cedar, with small tracts of hardwood interspersed. About one-third of this tract is fit for settlement.

"In rear of this tract, and extending to the north boundary line, in each Concession, an average width of eleven lots, comprising about twenty-four thousand acres, is timbered entirely with hardwood of very heavy growth, with cedar swamps interspersed, and a sprinkling of white pine in a few places. This entire tract is well adapted for agricultural purposes, and is traversed by the Mississippi Road, as well as by the line of the Lavant and Darling Road. Along the first mentioned road the settlement is progressing rapidly; about thirty new settlers had taken possession of lots at the close of this survey, and many more were preparing to make a beginning.

"Although the surface of this township is uneven, no high hills or mountain ranges occur in it.

"The total amount of land disposable is 56,488 acres, and of this 40,000 are arable, and the balance, or 16,488 acres, valuable only as timbered lands.

"During the past season the crops raised in this township were excellent, both in respect to quality and quantity. The soil, where arable, is a rich loam, and is particularly favorable to the growth of winter wheat.

"The Mississippi River in this township affords an incalculable amount of water power. Between Cross Lake and the easterly line of the township, Messrs. Gilmour & Co. have erected, at a great expense, no less than eight dams across the whole stream, and five slides to enable them to drive square timber and saw-logs from Cross Lake. At all these places mills of any capacity might be propelled by water. Above Cross Lake, on the North branch, there are three rapids affording excellent mill sites. Of the tributaries to the Mississippi in the township, only one stream, called Antoine's Creek, is large enough for mill purposes. On this stream several good sites occur for saw-mills, but for grist-mills the stream is too small for winter operations, at which season the demand is greatest. As the foot of Trout Lake, near the north boundary, in the township of Canoto, is an excel-

lent site for mills; situated as it is in the centre of a large agricultural tract. Mr. James Campbell has settled here, intending to erect mills; but I believe has not yet acquired a title to the property. The entire township is well watered by creeks and springs. Scarcely a lot could be found without excellent water on or convenient to it."

DALTON

Is situated in the Victoria District, having the township of Carden on the south, Rama on the west, Ryde on the north, and Digby on the east, all of which townships are now subdivided; it contains 40,466 acres of land, and was subdivided last year by P. L. Surveyor M. Deane.

The following is a portion of Mr. Deane's Report of Survey:—

"The township, with the exception of two small portions where the limestone appears on the surface, is of the primitive formation, presenting many varieties of the granite, with few indications of mineral.

"The general aspect of the township is undulating; the tops of the hills and ridge are more or less rocky; the intervening valleys are either swampy or possess a deep, rich and fertile soil.

"With a view of more fully describing the qualities of the land, I have divided the township into two sections, as shown on the index map:—

"SECTION No. 1 is a tract of rocky, broken and unproductive land, the greater portion of which is destitute of soil or timber.

"SECTION No. 2, which is the main body of the township, though varying occasionally in minor peculiarities, is still pretty much of the same description and quality; that is to say, undulating in surface, sandy loam soil, rocky in many places, and occasionally interspersed with large tracts of an excellent quality; the whole I would classify as tolerably good and well adapted for settlement. The timber on this section consists principally of hemlock, maple, pine, beech, elm, tamarack, balsam and cedar, each kind varying in abundance according to the soil and situation. There is considerable pine distributed throughout, especially in the vicinity of the Black and Head Rivers. In a lumbering point of view this township possesses great advantages, being well watered by the three following rivers, viz.: Black River, flowing from the north-east; Head River, from the east; and Mud Lake River on the south. On these rivers there are several falls and rapids where machinery could be effectively wrought with water power. Those worthy of especial notice are marked on the plan. The township is easy of access to settlers, having the Victoria Road (now under construction) along the eastern boundary. The western part of the township can be approached with great facility from the townships of Mara and Carden, by the Mud Lake chain of waters. There are many settlers already in the township. In February last, by the census returns, it contained over sixty inhabitants, and there are several settlers of a good class gone in since the survey was completed.

RAMA.

This township is situated in the county of Ontario. It is bounded on the west by Lake Couchiching, and the Severn River, on the north by the township of Morrison, on the east by Carden and Dalton, and on the south by Mara. The southern part of the township was surveyed in the year 1835, and the subdivision of the remainder was completed last year. The whole township contains about 41,000 acres of land.

The following is an extract from P. L. Surveyor Dennis' Report of Survey of the completion of the subdivision last year:—

"With regard to the character of the land in the portion of Rama just surveyed, I regret to say that generally it is not such as to invite settlement. Along the different branches of the Black River, certainly the flats, which are a rich alluvial, are very desirable soil for farming purposes; but in many places their width is inconsiderable, being confined to a narrow belt along the margin of the river. There is a block of land also con-

taing about one thousand acres, lying in a north and south direction west of the main branch of the Black River, and extending through Concessions K, L, M, and N; but with these exceptions, the land generally is very poor, and in many places rocky and swampy, the principal timber being hemlock, cedar, balsam, spruce, black birch, &c."

HINDON

Is situated in the county of Victoria. It is bounded on the east by the Bobcaygeon free grant road, on the north by the Peterson free grant road, on the west by the township of Oakley, and on the south by the township of Auson, both of which townships are subdivided. This township was subdivided last year; it contains 40,000 acres of land.

The following is an extract from P. L. Surveyor Brady's Report of Survey:—

"Hindon is well adapted for settlement; colonization roads now under construction on its south and east boundaries,—and, for small craft, an almost unbroken water communication from Lindsay, to within half a mile of its eastern limit,—afford intending settlers a readiness of approach, not often found by those seeking homes in newly surveyed districts. A large proportion of good land is found in the south-eastern, central and western portions of the township. The northern part is more broken, but contains a considerable quantity of good pine, and occasional tracts of hardwood occur. For information as to the general distribution of timber, I beg to refer you to the tracing—and for further details, to the plan and field notes accompanying.

"No mill sites of any importance were seen in the vicinity of our lines, but it is probable that from the number of streams crossed, and the hilly nature of the country in places, there are some which escaped observation. The Black River was not traversed, as I did not think it of sufficient size to authorize the expenditure of time necessary, its banks being covered with a dense undergrowth, and in many places flooded. Its position on the map is, however, through careful exploration, not far from correct."

OAKLEY

Is situated in the county of Victoria. It is bounded by the township of McLean on the north, Draper on the west, Longford on the south, and Hindon on the east. (Draper and Hindon are already sub-divided, and Longford is in process of survey.) It was surveyed last year, and contains 45,975 acres of land, of which 34,509 acres are subdivided.

The following is an extract from P. L. Surveyor Murdoch's Report of Survey:—

"I have divided the township into three sections, so as to enable a classification to be made, as nearly as possible, of the soil and timber:

"SECTION No. 1, forming the southern portion of the township, is composed of a light, sandy loam, and broken by ridges of gneiss rock, and timbered principally with hemlock and pine.

"SECTION No. 2, forming the central portion of the township, is a good, sandy, dark loam, in many portions black, good soil. Along the banks of the Black River, there is good clay for brick-making purposes. In many places along the river there are flats of rich land. This section is well timbered with maple, beech, basswood, ironwood, elm, &c., and is well adapted for agricultural purposes, having good water privileges for mills and machinery.

"SECTION No. 3, forming the northern portion of the township, is very broken and rocky, and where there is not rock, it consists of pure sand, timbered with hemlock, birch, pine, poplar and undergrowth, which renders it quite unfit for settlement.

"The lakes are very picturesque, and most of them abound with speckled trout, Wood Lake particularly, and also Clear Lake—the latter being named from the purity and clearness of its waters. The Muskoka River abounds with large speckled trout; its banks are flat, and composed of pure sand.

"The advantages of settlement are good, owing to the Peterson Road being opened through the township, and where it crosses the Black River there is an eligible site for a

town plot, having advantages of never-failing water privileges, and good land in the vicinity, besides being a central place between the Muskoka Bridge, and the junction of the Bobcaygeon and Peterson Roads.

"The prospect of settlement is promising, as even now intending settlers are choosing lots, and numbers are flocking to that section of the country from all parts of the Province, and elsewhere. On the whole, the township has a fair average of good land, for that part of the country."

RYDE

Is situated in the county of Victoria. It is bounded by the township of Dalton on the south, Rama and Morrison on the west, Draper on the north, and Longford on the east, all of which townships (excepting the latter, which is now in process of survey) are sub-divided. It was surveyed last year, and contains 39,934 acres of land.

The following is an extract from P. L. Surveyor Burns' Report of Survey:—

"As regards evenness of country, this township appears to be naturally divided into two sections, by a stream flowing through it, and coming from the south-eastern portion of Draper, passing through the Kah-shah-bog-a-mog Lake, on the western boundary, into the Severn River. To the south and east of this stream, the country is undulating and hilly, containing many excellent hardwood valleys, of great or less extent. Throughout the first four Concessions, with the exception of about two thousand acres at the south-eastern corner, the approach of the granite rock to the surface does not render that portion favorable for agricultural purposes. North of the fourth Concession, the rock is less abundant, and the character of the country greatly improved. The whole of the south and eastern portion of the township is largely interspersed with swamps, marshes, beaver meadow, and ponds, all containing rich and excellent soil, resulting from the debris of matter annually deposited therein, and with proper drainage, might be rendered very effectual in producing good crops. To the north and west of the stream above mentioned, there is a fine, level tract of country, well timbered with beech and maple. The prevailing soil is a sandy loam, but in many places we find a rich, black mould, and frequently a clay sub-soil. The timber consists of maple, beech, hemlock, pine, balsam, tamarack, birch, ironwood, basswood and spruce, while cedar is plentiful in the small swamps. Small poplar may be found in the extreme south-western portion. As a general thing, the pine is not suitable for merchantable purposes, although in some places a fair proportion exists.

"The approach of the Victoria Road will, this winter, afford an easy mode of access, and will, I think, cause a speedy settlement. The most advantageous site for a village plot would, I think, be at the junction of the townships of Dalton, Digby, Ryde and Longford. The Black River affords many privileges."

GLAMORGAN

Is situated in the county of Peterborough, and is bounded on the north by the township of Dysart, on the east by the township of Monmouth, on the South by the township of Cavendish, and on the west by the township of Snowdon. It was surveyed last year by Provincial Land Surveyor E. R. Usher, and contains 61,600 acres, inclusive of water and roads.

The following is an extract from the Surveyor's Report:—

"The land in Glamorgan is in general undulating, and intersected with numerous small lakes, beaver ponds, &c., as shewn on the plan. The principal branch of Burnt River also flows through this township, crossing the east boundary, on the rear of the fifth concession, and flowing in a south-westerly direction through the township, till it crosses the west boundary, about the centre of concession 6. The water of the river is of a darkish color, and strange to say, fish are not to be found in it. The river averages about a chain in width throughout the township, and an average depth of four feet, the banks rather low, but rise at a short distance from the river on each side. There are numerous falls and rapids to be met with on the river, many of which, with a little

labor, could be made very good mill sites. There is on lot 26, in the sixth concession, a fine site for a mill, having a head of some fifteen feet, the stream flowing out of a large lake, in the same concession, into Burnt River. I also found a good site, on lots 5 and 6, concession 15; both of these sites I have marked on my plan. The lakes are deep, and connected with one another, by small streams, the banks of the lakes are high, steep, and rocky, mostly fringed with pine and hemlock. The rocks are chiefly granite, or gneiss, and boulders of the same description of rock are often met with on the surface. The land in the centre of the township south of Burnt River is of an inferior description, being a light sandy loam, timbered mostly with pine of a dwarfish size. In the south-east, and south-west corners of the township, land of a better quality is to be met with, being a good sandy loam, timbered with maple, beech, birch, hemlock, elm, basswood, and scattered pine of a large size. The portion of the township north of Burnt River from lot 28, concession 5, to lot 3, north boundary, abounds in pine, mostly of a poor description, the soil light, and unfit for cultivation. The land to the east of this, and extending to the east boundary, is a deep sandy loam, timbered with hardwood, and well adapted for a large settlement, having some of the largest lakes in it, and being well watered.

"The pine, throughout, is of a dwarfish size, and quite unfit for mercantile purposes."

LYNDOCH

Is situated in the county of Renfrew. It is bounded on the north by the township of Brudenel, on the east by Sebastopol and Griffith, on the south by the township of Denbigh, and on the west by the township of Raglan; the last mentioned township is not yet subdivided. The survey of Lyndoch has been lately completed by P. L. S., H. O. Wood, and contains about 55,000 acres.

The following is an extract from Mr. Wood's Report of Survey:—

"The soil in general is sandy loam, portions of which is mixed with gravel, and stony; there are small tracts of clay soil, the most of which is in the low land along the streams. On the south-west side of the Madawaska River there are small patches of mixed hardwood of large growth, the remainder in general is pine, mixed with a small growth of mixed hardwood, birch, maple, ironwood, &c. The 6th, 7th and 8th Concessions, from No. 26 to west boundary line, is chiefly a tamarack and spruce swamp. Along the north-east side of the river, for one or two miles back, the timber in general is pine, mixed in places with maple, birch, cedar, &c., the remainder, or north-east portion of the township, is in general covered with a heavy growth of maple, birch, beech, basswood, &c., (mixed in places with pine, cedar and balsam,) and small tracts of tamarack, and spruce swamps. The greater portion of the valuable pine along the north-east shore of the river has been destroyed by fire; wherever the fire has not passed over the lumbermen have culled the pine pretty bare.

"The water in streams, lakes, &c., is pure, and in general clear; the River Madawaska is deep, flowing with a smart current, broken in many places by rapids, first at where it runs through the 11th Concession; Lots 33 and 34, where there is about 40 Chs. called Little Rapids, then again from the 5th Concession, Lot 29, there is a chain of rapids running for 2½ miles, called the Snake Rapids; further down, at Lot 11, in 2nd Concession, there is a fall of 25 feet, called Slate Falls, from the falls to the east boundary line there are three small rapids; Hyland Creek has a small chute of about 5½ feet fall, at where the Addington Road crosses, the remaining portion of the creek in this township has a gentle current; Eneas' Creek has much the same gentle current; Snake Creek, the banks are low, current gentle. The surface throughout the township is uneven and hilly, though not mountainous, the hills are very irregular and broken, the sides of which, in many instances, are steep and stony, and in many places the fixed rock makes its appearance, of which I have selected specimens to send to Sir W. E. Logan, Pro. Geologist, Montreal. Crystalline lime-stone is extensively displayed, at where the Addington Road crosses Hyland Creek, the banks are about 12 feet high, formed of white crystalline lime-stone, it is very coarse grained, and a stroke of a hammer will break it in pieces; it is burne-

and used for lime by the settlers. On Lot 5, in the 1st Concession, the banks of the Madawaska River are perpendicular and about 12 feet high formed of coarse grained white marble, the same as that taken from near Portage-du-Fort, for the Parliament Buildings in Ottawa.

“There is every facility for settlers going into the township, they can either go by way of the Opeongo or Addington Roads, (on which a team of horses with a waggon is capable of taking 1,400 lbs.) The distance from Ottawa City to Farrell’s Wharf, is 60 miles; from thence to Renfrew, 7½ miles; from Renfrew to where the Addington Road intersects the Opeongo Road, 20 miles; thence up the Addington Road, 17 miles to Lyndoch, total distance from Ottawa City 104½ miles. The Addington Road crosses through the township, crossing the Madawaska River at 5½ miles further up, at which place there is a branch road, now opened about 4 miles in a northerly direction, and intended to intersect the Opeongo Road at or near the junction of the Peterson and Opeongo Roads, passing through a large tract of good arable land in this township, besides, passing convenient to a grist and saw mill, in the township of Brudenel, about 3½ miles distant from Lyndoch. The Addington Road, from where it crosses the Madawaska, runs on a southerly directing through the county of Addington to Kingston, from which place I saw loaded wagons coming late in autumn; and I am informed that it is thickly settled from the Madawaska through to the old settlements back of Kingston. A settler going in requires a yoke of oxen to commence, and as there are a number of small wild meadows, he could, even the first season, cut an abundance of hay to feed his cattle during the winter; another great advantage the settler has is, that he has a market at his own door for hay, oats, pork, beef, and even potatoes, for which the lumbermen will pay a higher price than could be obtained in Ottawa, and at farthest, the settler will not be over 10 or 12 miles from a store, post office, grist and saw mill, and besides, there being a good site for a town plot at where the road crosses the river, which is reserved for such, there being a good water privilege at the foot of Snake Rapids; I consider that ere long it will be a good place of business. So with these conveniences, together with good arable land and favorable climate, there is no danger of an industrious farmer doing well. The streams and lakes abound in brook or speckled trout. Among the wild animals, beaver are in great abundance, bears, deer, wolves, otter and smaller animals are in considerable quantity.

“At the time I closed my survey of the township, (8th January, 1862,) the ground was scarcely covered with snow.”

BURLEIGH ROAD

Commences at the Burleigh Rapids, near the South-west corner of the township of Burleigh, and leads thence in a north-easterly direction through Burleigh, the south-east corner of Anstruther and north-west corner of Chandos; thence northerly and westerly through parts of Cardiff, Monmouth and Dudley, until its intersection with the Peterson Road—having a length of about 56 miles. It was located during the past year by Provincial Land Surveyor Fitzgerald. The following is a portion of his Report of Survey:—

“In commencing again at the same starting point, the road runs in a north-westerly direction about 1 mile to the head of Burleigh Bay; passing in this distance over what is called ‘Burleigh Sault,’ being the principal outlet from one lake into another, the minor but wider one being that over which the bridge, previously referred to, is constructed, and below which, about 10 chains, is a slide, over which square timber is carried, the supply of water being regulated by what is denominated stop-logs placed across the Sault; the piers used for these stop-logs have been taken advantage of for the road-way, and with a little alteration in the levels, will answer admirably well, and thereby save a considerable outlay in the construction of abutments; the span will be about 40 feet, and the approaches are excellent. From this point to the head of Burleigh Bay, the road is on a bare flat granite rock requiring comparatively little labour, and crossing on its way a stream called the ‘Lost Channel,’ from, I presume, the fact of its being always dry except in spring freshets. A small bridge of about 20 feet span will be required over this stream.

“In consequence of the extremely broken character of the country in a northerly and north-easterly direction from the head of the bay, I was compelled to make consi-

derably more easting than I desired from the direct course, but I have to a great extent compensated for the detour by passing through a tolerably good tract of undulating land, timbered chiefly with beech and maple, and other less important kinds of hardwood, occasionally interspersed with patches of land covered with pine, hemlock, &c., the former being of good size, and valuable for saw-logs. The soil is a light, sandy loam, of a reddish color in places, while in the valleys it is very dark, and is generally of good depth and tolerably free from stone. A short distance from the seventh mile post, I followed a more northerly and direct course, striking Echo Creek about $8\frac{1}{2}$ miles from Burleigh Bridge; up to this place, the land through which the road passes is owned by individuals.

“ Before meeting the creek at this point, I carefully explored both its banks for some three miles north of this point, and at length deemed it advisable to cross the creek at this place, though it would necessitate the construction of another bridge about the 11th mile; it however has the advantage of being much shorter, and of passing over a more uniform country, a great deal better adapted for the construction of a good practicable road, for these two bridges there are good easy approaches with rocky banks coming up to about the required level of the platform; the span of each will require to be at least 50 feet. From the bridge near the 11th mile post to where the road again crosses the creek in lot 38, Concession No. 1, Anstruther, it runs along the westerly bank, and varying in distance from it between a few chains and half a mile. There are several falls and rapids along this portion of the creek, the former well suited for manufacturing purposes, and will naturally be enhanced in value from their proximity to the road. The timber along this section it chiefly pine and hemlock; saw-logs have been taken out this season as far as the 14th mile, and floated on the creek to Stony Lake. The soil is light and sandy, of a darkish color, and considerable depth. About the 18th mile hardwood commences, and the soil becomes deeper, of a more loamy character, and in every respect preferable for farming purposes. The road crosses the creek a third time at a point about $22\frac{1}{2}$ miles from Burleigh Bridge, being the narrowest and most advantageous site for some distance above or below this place. The natural banks are about 3 feet high over the highest spring freshets, and are composed of a rich sandy loam of about the same depth; a span of about 35 or 40 feet will be quite sufficient for a bridge at this place. I may here remark that in the neighbourhood of those little bridges, an abundance of suitable timber for their construction can be had within a circle of a few chains.

“ With regard to a site for a town plot, I consider this more favourable than any other point so far along the road; it is very near the corners of the four townships of Burleigh, Anstruther, Chandos and Methuen, and is surrounded by a country tolerably well adapted for agriculture, besides affording a profitable proportion of pine timber; moreover it cannot be far distant from the most practicable point of junction for a road connecting this settlement with that of the Hastings Road, some distance North of Belleville. There are also some good mill sites to the north and south, so that on the whole I think I am justified in recommending the reservation of a site for a town plot at this place.

“ From the bridge to the easterly boundary of Anstruther, the country is generally of a rolling character, containing some fine tracts of excellent hardwood land, interspersed with a few small swamps, and occasionally broken by the appearance of a few small knolls and hillocks, which in many instances are covered with good deep soil. I then followed the easterly boundary above mentioned for about $\frac{1}{4}$ of a mile to where it is intersected by the line between Concessions 4 and 5, Anstruther, through a fair tract of undulating hardwood land; arriving at this point, I continued the above concession line eastwards for a short distance, and then made a general course in a northerly direction so as to clear the east shore of Echo Lake, intersecting on the way the north boundary of Chandos at a point about $2\frac{1}{2}$ miles from the east boundary of Anstruther, the whole of the country being chiefly covered with some very heavy beech and maple, with a few small isolated patches covered with pine and hemlock, and capable of yielding at least 75 per cent. of its land area for agricultural purposes. Keeping this general direction for about 3 miles to the head of Echo Lake, the country is very level and covered with a mixture of hardwood, pine, and hemlock; the pine, though scattered, is very large and clear, and becomes more abundant as we approach Echo Lake; the soil is light and sandy in places, while in others it is very deep and of a dark rich color. Several beautiful beaver meadows exist at

either side of the road through this part. From this point (nearly at the 34th mile) I ran in a northwesterly direction to the boundary line between the townships of Monmouth and Cardiff, which I struck about 4 miles north of the north boundary of Anstruther, having passed through a country very similar to that already described in Chandos. This boundary between Monmouth and Cardiff I followed for a short distance, until it became so very rough and broken that I found it quite impracticable to continue it any further. I then made a deviation to the west, and after proceeding a short distance, crossed the south east branch of the Burnt River, at this place about 40 feet wide, and connecting two pretty lakes, separated by a very beautiful level tract of land, which ascending a short distance west of the road, affords a commanding view of the above lakes and the surrounding country. From this to the Peterson Road, the whole country is well adapted for settlement, being principally composed of undulating hardwood land interspersed with small swamps, cedar and spruce, and some fine beaver meadow capable of affording the early settler an abundant supply of hay; the soil is a sandy loam, being in some places where I have tried, as deep as four feet. A small lake west of the 46th mile post is the first and farthest south of the waters flowing into the Ottawa; all the others I met with north of this, flow into that river. These lakes I have no doubt abound in fish."

EXPLORATIONS BY P. L. S. J. S. DENNIS TO THE EAST OF THE GEORGIAN BAY.

1ST. LINE FROM GRAND FALLS BRIDGE TO BOBCAYGEON ROAD.

This road is an extension of the Muskoka road line from the grand falls of the Muskoka River in an easterly direction until its intersection with the Bobcaygeon Road. It was located last year.

The following is a portion of Mr. Dennis' Report of Survey:—

"A line for road was located by my survey up to the end of the 35th mile, from whence, although no pains were spared in exploring, it was found impossible anywhere in the vicinity of the survey to get a line, however crooked, upon which a road could be opened at any reasonable expense for construction.

"I then proposed to deviate from the line surveyed, say at 33 miles 60 chains, and continue north-easterly, and so get around, if possible, the rocky and broken country referred to, and with this view deferred any examination of the country in that direction until the survey of the exploration line from Parry Sound, which I expected to pass a few miles north of this, would give me a better knowledge of the features in that direction, proposing, should it be more practicable to get a road in that line, to extend this up north easterly from the point mentioned and join in with it westerly of the Bobcaygeon Road.

"I may now mention that this was subsequently found to be impracticable, neither the country on the Parry Sound line or between the two, although thoroughly examined, was found to be such that a road could be made anywhere north easterly, or in that direction, out to the Bobcaygeon Road.

"It would appear to be part of the height of land between the heads of the Muskoka (North Fork) and the Maganitawan, and which no doubt extends north easterly to the sources of the Petawawa, this region is so rocky, swampy and mountainous that the construction of a road line through it would be immensely expensive, and the idea of locating one was therefore abandoned.

"Had my stock of provisions permitted while inland, after discovering (in January last) that a north easterly route was impracticable, I should have made a survey from say the 29th mile on the Muskoka Road line in an easterly direction, out to the Bobcaygeon Road, in hopes of finding a more favourable country; this however, for the above reason, it was not in my power to effect. I am inclined to think from general observations that the Muskoka Road may be continued out in that direction, and before closing this report will again refer to the subject, proposing a route for examination.

"No bridges of consequence will be required on the road as far as located, excepting the one across the Muskoka River, between Lake Vernon and Fairy Lake, at which point also, the crossing is under very favourable circumstances.

"This bridge, however, will, of necessity, be of a more expensive character than the one over the river at the falls, the stream here being about one hundred feet wide; but I should say from appearances that little danger may be apprehended from freshets. The general character of the land over which the line passes up to the 35th mile, particularly that part of it between the township of Macaulay and Lake Vernon, is undulating country covered with hardwood. The soil is a sandy and gravelly loam, with clay developing itself in many places, and presenting altogether very attractive features for settlement.

"I think it will be found that the land comprised in the outlines shewn in the official maps of the Department, as the townships of Stephenson and Brunel, will be for agricultural purposes much above the average quality of that of the Ottawa country generally.

"Observations taken from Mary's Lake, Fairy Lake and Lake Vernon confirm this opinion."

2ND. EXPLORATION LINE FROM THE OLD DISTRICT LINE OUT TO THE MOUTH OF THE RIVER MUSKOKA, AND REPORT OF THE CHARACTER OF THE HARBOUR AT THAT POINT.

"In returning from the survey north easterly to the Bobcaygeon Road, road line of the Muskoka, I took up this exploration, commencing it on the 27th of September, and getting out to the mouth of the river on the 30th October following.

"With reference to this line, I became satisfied in the course of the survey that in consequence of the nature of the country passed over, the number and extent of bridges and the large item in causeways which would be involved, nothing but the circumstance of the mouth of the river being the best harbour (if not the only one) on that shore, would justify its selection for the contemplated leading road out to Lake Huron.

"On examining the harbour upon my arrival out to the coast, I found it anything but a good one, the channels being narrow and tortuous, so much so that it is impossible to navigate them with certain winds

"I found that whenever vessels were bound to the mills on the Muskoka River, which mills supply a certain number of cargoes of lumber every season, it was always necessary to get a certain pilot to take them in and out through the channels leading to and from the harbour at the mouth of the river. After being loaded, they were liable to detention, as with certain winds it was impossible for them to get out.

"I obtained the services of this pilot in the examination of the harbour at this place as also of that at Parry Sound, and from the information afforded by him, together with my own observation, came to the conclusion that all consideration of this route and harbour, for the contemplated road, would have to be abandoned."

3RD. HARBOUR AT PARRY SOUND AND EXPLORATION LINE TO BOBCAYGEON ROAD

"From my observation at this place, together with information derived from the pilot mentioned, and from mariners, all being corroborated by the statement of Mr. Warren, the gentleman in charge of the extensive mills erected by Mr. Gibson, I am led to believe this to be a commodious and safe harbour. The annexed tracing shews the channels which are wide and deep.

"With a light-house on the outer island where shewn, the harbour could be entered safely at night. As an evidence of the safety of the channels leading in and out, I was informed by Mr. Warren, that of the several masters of vessels who had been in the habit of coming there for cargoes of lumber, after having been once piloted in, none required a pilot a second time.

"I am also told by the same gentleman, that the large steamers plying between Chicago and Collingwood, were among the vessels which came to these mills for lumber, and that the officers of those steamers expressed a high opinion of the advantages of Parry Sound as a harbour, remarking at the same time upon the urgent necessity of a light-house at the point indicated, not alone with reference to the harbour, but as of great importance to the navigation of the Georgian Bay generally.

"In this necessity, from my knowledge of the coast, one of the most dangerous that can

well be imagined, and of the violent character of the storms which prevail on that shore during the fall of the year, I fully concur."

4TH. EXPLORATION LINE TO BOBCAYGEON ROAD FROM PARRY SOUND.

"The character of the country along this line is not so favourable as from previous accounts I had been led to expect.

"The plan exhibits the features so fully, that any particular description is unnecessary.

"Up to the 34th or 35th mile, through which extent a road might be located without difficulty, it may be taken to be a fair sample of the average of the Ottawa country generally, that is, that part with which I am acquainted; but from thence out to the Bobcaygeon Road, it is impracticable either for the construction of a road or for settlement, partaking of the same character precisely as observed on the Muskoka Road east of the 35th mile.

"The country between that line and that of the Muskoka Road was traversed and explored without finding any better route. Under the circumstances I should recommend that the road from Parry Sound should run from that point, joining with the Muskoka Road just east of Lake Vernon, say at the 24th mile on the latter, and continue out from thence on the proposed easterly route as herein before indicated, to the Bobcaygeon Road."

MISSISSIPPI ROAD LINE.

The following extract is from Provincial Land Surveyor John A. Snow's Report of Survey of the Mississippi Road Line, in the year 1858:—

"From the point of departure on the Mississippi River, the line is for nearly two miles in the settlements. It then enters upon a rocky tract of country, broken by narrow ridges, with swampy valleys between them. On the ridges the timber is white pine, hemlock, spruce and balsam, with occasionally some hardwood; on the low lands the timber is cedar tamarack, balsam and spruce.

"Where the Road line crosses this tract, its breadth is about two and a-half miles. Southward of it, this rocky pine tract skirts the north shore of the Mississippi, from the township of North Sherbrooke to its extreme source, west of the Addington Road, in the township of Denbigh; its breadth varies considerably. In some places it is confined to the immediate margin of the stream, at others, it reaches inland from two to three miles. Northward, passing about one mile east of Trout Lake, on the Clyde, it embraces a large part of the township of Lavant; interspersed here and there, tracts of excellent land are to be met with; but in general this tract is only valuable for its white and red pine timber, which is of large size and excellent quality. It is said the largest white pine ever manufactured in the province was taken from this locality.

"Continuing from four and a-half miles, the line lies along the valley of a small stream known as Antoine's Creek, through land of very good quality, heavily timbered with hardwood and large white pine, to the eighth mile, where the pine ceases, and thence to the westerly outline of the township of Palmerston; at about sixteen and a-half miles, the timber is all hardwood, except in low ground, where ash, elm and cedar prevail.

"This hardwood tract, comprising about twelve square miles, is bounded on the north by Trout Lake, east and south by the rocky pine tract already described, and on the west by an irregular range of hills which separates the waters of the Clyde from those of Buckshot Creek, a fine tributary to the Mississippi, which unites with it in the township of Clarendon. The surface of this tract is generally uneven; the ridges lie north-east and south-west. On the easterly side the slopes are easy, but on the west they are generally steep, and often precipitous.

"Throughout this tract the soil is a rich, sandy loam, with from four to ten inches decayed vegetable deposit on top.

"From the westerly line of the township of Palmerston, the line passes through a valley between rocky hills timbered with hardwood and good white pine, and crossing the dividing ridge between the waters of Trout Lake and those flowing southward to the Mis-

Mississippi, enters at the nineteenth mile a very extensive tract of land well adapted for settlement.

"This tract is situated chiefly to the southward of the road line, (which skirts its northern border to the twenty-fifth mile) and covering a large portion of that part of the township of Clarendon north of the Mississippi, extends in a northerly and westerly direction, across Buckshot or Indian Lake, into the townships of Miller and Abinger, traverses the township of Denbigh, and reaches in several places quite to the Madawaska River.

"Eastward, in the township of Miller, it is bounded by Mackay's Lake and Creek to the Madawaska, and south and west by the pine tract first described as bordering the north shore of the Mississippi River. Where the line intersects the Addington Road, the pine tract is chiefly confined to the west side of the Mississippi, which is here reduced to a mere creek, about fifteen feet wide.

"Of this large tract suitable for settlement, that part of it in the township of Clarendon, along the valley of the Buckshot Creek, from its confluence with the Mississippi to Buckshot or Indian Lake, is level or slightly undulating, and timbered with a remarkable thrifty growth of maple, hemlock, birch, basswood, elm and balsam. Buckshot Creek, where it joins the Mississippi, is one chain wide, and from six to ten feet deep; for about five miles it has a serpentine course through a wide valley of low land of extreme richness, timbered with black ash, cedar and elm, with alder on the immediate margin of the stream. The banks of the stream are low; in rear of the alluvial deposit the surface rises gradually to fifteen or twenty feet, and stretches off with slight undulations.

"About five miles from the mouth of the stream the first rapid occurs. The fall here is about twelve feet in three chains. Above this are several rapids, at short intervals, and they will furnish abundant water-power for this section of the country, which is particularly valuable as an agricultural locality.

"West of Buckshot and Mackay's Lake, the surface is more uneven, especially in the vicinity of the Addington Road, where white pine of large size is interspersed among the hardwood.

"That tract in the township of Miller lying to the north side of the road line, from the township of Palmerston to the portage between Buckshot and Mackay's Lake, and bounded on the west by the last mentioned lake, is greatly diversified with hills, valleys and lakes. Around the lakes and on the hill sides the timber is white pine, hemlock, cedar and balsam, and generally stony. On the hills the timber is maple, beech, basswood and white pine; the soil is good but shallow; this character prevails northward, through the townships of Miller and Canonto to the Madawaska River; scattered over this section are small tracts of arable land, but not in sufficient quantity to form extensive settlements. On this tract there is an almost incalculable quantity of white pine timber, and although lumbering has been prosecuted here on a large scale for several years, it is far from being exhausted, and for years to come will furnish a home market for the surplus produce of the industrious settler, and work for himself and team during the winter months at higher than city prices.

"West of the Addington Road, through the remainder of the township of Denbigh and across that part of the township of Ashby, east of the Mississippi branch of the York River, the country is uneven, rocky and swampy, and timbered with dense thickets of cedar, tamarack, spruce, balsam, birch and pine.

"Along the Road line selected, the soil although sandy, and in some places stony, is tolerably good to the twenty-seventh mile; the timber is hemlock, birch, maple, balsam and white pine; thence to the Mississippi branch, there is much good white and red pine; the soil is very sandy, stony and unfit for settlement.

"Passing the Mississippi branch, which is crossed by the road line near the foot of Westmoon Lake, the country at once assumes a different aspect, and through the remainder of Ashby, and across the townships of Mayo and Dungannon to the Hastings Road, a distance by the road line of twenty-one miles, with few exceptions the land is of excellent quality for agricultural purposes. The soil is generally a rich sandy loam, very free from boulders, and even on side hills but very little fixed rock is exposed. The prevailing timber—hardwood—all kinds except beech, which is but seldom seen,—and white

pine of large size and excellent quality. A similar feature presents itself on the York River and the Mississippi Branch, the land on both streams along the eastern side being high and broken, and chiefly timbered with pine, and on the west side rising gradually from the stream, and principally timbered with hardwood.

"Passing down the west side of the Mississippi branch for several miles, I found the land good, and from information derived from authentic sources and from what I have myself seen, I am led to conclude that a large proportion of the tongue of land between the York River and Mississippi branch is suitable for settlement.

"Taking into account the different tracts of good and bad land on the entire road line, a distance of seventy-one and three-fourths miles, about sixty miles is through land fit for cultivation, and the remaining eleven and three-fourth miles generally unfavorable for settlement, but through which small tracts of good land are to be met with.

"The direction of the road line being generally parallel to the course of the principal streams, those intersected by it are all small, except the York River and the Mississippi branch; the former, at the bridge site near the mouth of Egan's Creek, is two chains wide, and from six to ten feet deep, with a gentle current; the latter one chain wide, from four to six feet deep, with a moderately strong current.

"On both streams, there is abundant water-power contiguous to the line. Besides these, several tributary streams are intersected, sufficiently large for mill purposes.

"On the whole, the country throughout, is admirably watered with brooks of excellent water, commonly tracing their source in springs, which are not affected by the dryest weather. In addition, lakes are common. Some of them may be considered large, and are generally well-stocked with salmon trout and other varieties of fish. Of these I may mention Westlemoon, on the Mississippi Branch; Mackay's, near the source of the stream of that name; Buckshot, on the Buckshot Creek; and Trout Lake, on the River Clyde, as they are close to the line.

"This section of the Ottawa and Huron tract being a mixed agricultural and timber producing region, offers great inducement to settlers, inasmuch as they are sure of a ready market and high prices at the nearest lumbering establishment; and the further a farmer locates himself in the interior, the higher the price he is certain of realizing for his farm produce.

"Judging from the rapidity with which other lines of road in this section of the province are being settled, I may confidently assert, that when this particular section is rendered accessible by the construction of a good leading road, it will be speedily populated.

"In addition to settling the country, this road will be of essential service to the older townships eastward; affording as it will, more direct access to the lumbering establishments on the Madawaska and Bonnechère Rivers for the sale of their produce, which they have only been able to accomplish by a circuitous route; and will also enable the lumber merchants to take in supplies at any season of the year at less expense."

BOBCAYGEON AND NIPISSING ROAD LINE.

The following is an extract from P. L. Surveyor C. Brady's Report of Survey of the Bobcaygeon and Nipissing Road Line, in the year 1860:—

"The country traversed is generally timbered with hardwood; very hilly to the 19th mile. There is, however, some excellent land to the westward of the line; and along the southern shore of the Lake of Bays.

"From the 19th to the 37th mile, a generally good tract is found, which I have been informed, extends and improves to the source and along the banks of the Nahmanitigoog River.

"From 37 to 52 it again becomes hilly, but good locations frequently occur.

"Then to Lake Nipissing, the country is more level, and some good tracts for settlement were observed.

"On the whole, I think that, as the road is pushed northwards, there is reason to anticipate a successful colonization in its neighborhood.

"Mr. Murray's geological description of the banks of the Mukovka and Maganetawan Rivers, will apply to the whole of this section;—the rock exposed being invariably gneiss.

"While no large tracts of pine were found, there is an abundant supply for the wants of settlers; and good water-power is plentifully distributed."

THE VICTORIA ROAD,

Situate north of the county of Victoria, runs northerly through the townships of Fenelon, Eldon, Carden, Laxton, Dalton, Digby, Ryde, and Longford, until it intersects Peterson Read.

The Colonization, or Free Grant Roads, are marked in red on the accompanying plan.

Extracts from Surveyor's Reports of Surveys on the North Shore of Lake Huron.

ESTEN

Is situated in the rear of the township of Spragge, which lies on the north shore of Lake Huron, at the mouth of Serpent River. It is bounded by the said township of Spragge on the south, and by unsurveyed lands on the west, north and east. It was subdivided during the past year into sections and quarter sections; each regular quarter section contains an area of 160 acres. The township of Esten contains an area of 20,662 acres of land. The following is an extract from Provincial Land Surveyor C. Unwin's Report of Survey:—

"Sections 1 to 6 in township No. 3, South Range, 12 west (Esten) are valuable; although intersected by ridges of rocks, the valleys are extensive and rich with a fine sandy loam soil, covered with maple, beech, and yellow birch, and pine of a very good quality. The sections are abundantly watered by various creeks and Otter and North Lakes, which run almost across the township. The shores of the lakes are in many places rocky, in some even precipitous, but for the most part covered with pine, which cannot fail to become valuable as the district is settled. Whilst the lakes abound in trout, bass and pike, the woods are much hunted through by the Indians, who annually kill large quantities of deer, and procure many otter and other skins.

Sections 1 to 12 correspond in most particulars to the aforesaid sections. Nos. 9 and 10 are the most rocky, whilst 11 and 12 contain much good land. There is an excellent communication with Serpent Bay from Eagle Lake *via* Serpent River. There are but few portages, and the river is wide, with a moderate current; the whole distance being probably 30 to 35 miles. Sections 7, 8, 17 and 18 are for the most part low, flat and swampy; the soil is poor, and timbered chiefly with tamarack. The few ridges running through them are timbered with white birch, balsam, hemlock and a few pines of inferior quality. Sections 13, 14, 15, 16, and 19 to 24, present few grounds for remark, consisting chiefly of rocky ridge free from minerals. The valleys are well timbered. The lakes, abounding with fish, are the haunts of immense flocks of ducks and other water-fowl. Sections 29, 30, 31 and 32, present few attractions for the settler, the lands being high and rocky, and greatly destroyed by fires. The remaining sections in this township, 25 to 28, and 33 to 36, are, however, superior to the last mentioned, the absence of hills and rocks of any consequence, combined with an improvement in the quality and depth of the soil (sandy loam and rocky bottom), makes this the most important district in the township. The hardwood tracts are extensive and intersected by creeks, which are well supplied with water during the height of summer."

SPRAGGE

Is situated on the north shore of Lake Huron, at the mouth of Serpent River. It is bounded on the south by the waters of Lake Huron and Serpent River, on the north by

the township of Esten, and on the west and east by unsurveyed lands. It was subdivided last year into sections and quarter sections; each regular quarter section contains an area of 160 acres. The township of Spragge contains 17,882 acres of land.

The following is an extract from P. L. Surveyor C. Unwin's Report of Survey:—

“Spragge is, in its general features, more level than Esten. I failed to discover traces of any minerals. As to its agricultural capacities, the soil is sandy loam varying in depth from 3 or 4 inches to 15 and 20 inches. There is an extensive meadow running in a south easterly direction from Turtle Lake, producing a great quantity of hay, which may prove of great benefit to the early settlers. The sections fronting on Serpent Bay and Serpent River, are tolerably well wooded with pine of a fair quality, well adapted for manufacturing into lumber, whilst the rapids on Serpent River, section 25, afford a mill site at once contiguous and efficient. A range of hills skirts the banks of the river, but as there are frequent breaks in them, they afford no serious impediment to drawing out the timber from the interior. There is also a mill site in section 28 on the small river running out of Wagoosh Lake, and an abundance of pine on the shores thereof. A mill might be erected on this river, and could be well supplied at a small expenditure of labour.”

SALTER

Is situated about six miles north of the Hudson Bay Company's post, at La Cloche, on the north shore of Lake Huron; Spanish river flows through the S. E. corner of the township. It is bounded by lands yet unsubdivided. It was subdivided in the year 1860 into sections and quarter sections; each regular quarter section contains an area of 160 acres. The township of Salter contains 22,561 acres of land.

The following is an extract from P. L. Surveyor C. Unwin's Report of Survey:—

“This township will, I think, prove to be one of the most valuable on the great Northern Road. It is well timbered, and many sections abound with maple of large size, and pine of superior quality; it is easy of access, a great part of the front of the township being on Spanish River, which is easily navigable for schooners and steamers fifteen miles past this township. The River Sable, which runs through a large portion of the township, will afford mill sites to any extent. The value of the fisheries of these rivers is not unknown, a company having rented the right to fish from Government for several years. Many Indian families support themselves during the spring and summer months by fishing. The soil is for the most part a good sandy loam; in many places there is a good alluvial deposit with strong clay subsoil.

“The north eastern sections are generally hilly and broken by rocks. Those to the north west are nearly level, being broken by few hills; the land is well timbered and the soil is good sandy loam.

“The centre and southern sections are covered with good timber; the surface is not much broken by rocks. What swamps there are, were tolerably dry in June, and I have little doubt when cleared they will dry and form good arable land. The large swamp which occupies so great a part of sections 27, 28, 32, and 33, is of this kind. In section 25, there is a large sandy plain for the most part bare, but in places growing a few small pines; it borders on the Sable River, and runs down nearly to its mouth. The sections bordering on Spanish River must be regarded as the most valuable in the township, not merely because of their proximity to the river, but because of their superior quality and greater depth of soil. The timber on the southern sections is pine, yellow and black birch, maple, oak and ash.

THOMPSON AND PART OF PATTON

Are situated on and in rear of the north shore of Lake Huron, near the mouth of the Mississagua River, which flows partly through both townships. Thompson is bounded by Lake Huron on the south, by the township of Patton on the north, and by unsurveyed lands on the east and west. Patton is bounded by Thompson on the south, and by un-

surveyed lands on the east, west and north. The whole of Thompson was subdivided last year into sections and quarter sections; each regular quarter section contains an area of 160 acres. The township of Thompson contains 17,766 acres of land. 7,504 acres only of the south part of Patton, were subdivided at the same time. The following is an extract from Provincial Land Surveyor Gilmour's Report of Survey of these two townships:—

"The Mississagua during summer is navigable for boats of 4 feet draught for its entire course, at least as far as my survey extended, but in the spring and autumn when the melting snow and rain swell its tributaries, then the narrow defile through which it finds its way two miles from the mouth, proves too contracted for its swollen waters, which, rising, tumble over themselves in the gorge and convert what in summer is but a swift current, which I have often stemmed in a canoe, into falls of two or three feet in height. In the rest of its course so far as explored by us, this river rolls a gentle stream between banks from 10 to 15 feet high, with good land generally on each side. This portion of the newly surveyed tract therefore offers great inducement to settlers. Here we have a really noble stream, which steamers of the draught already mentioned can ascend for 15 or 20 miles, thus affording to those who may cast their lot on its banks, opportunities for communication, procuring supplies and exporting produce such as are not enjoyed by many older and richer sections of the country. The Mississagua also teems with fish. Sturgeon abound; and are killed in great numbers and of a large size. White fish are also caught by the Indians in gill nets in considerable numbers for 30 miles from the mouth, which fact alone, I should think, would be a great inducement to the settlers.

"On those parts of the land included in my survey which I describe as good land, the timber is generally maple, black birch, ironwood, red oak and hemlock. The swamps, which are numerous and extensive, are generally tamarac, and there are some fine pines scattered over the whole extent of my survey. None of the land is what in the older settlements would be classed as first quality; but what I describe as good is usually fair soil for farming purposes. As I have already stated, the best land is to be found generally along the Mississagua; all not marked as swamp on sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15, township No. 4 south range, 16 west, and on section 31, township No. 3, south on the same range, is of the above quality.

"On sections 10 and 15, north of the Mississagua River, there are some splendid pine, the finest I have ever seen. It is to be remarked that there is no beech in the survey.

"Over a large part of sections 28, 29, 33 and 34, in township number three, south range 16 west, extends a sandy plain, perfectly level, and in many places entirely destitute of vegetation. What timber does grow on it is of a diminutive size. The shore of the lake is rocky and shelving, indented by endless shallow bays, silted up with sand, and able to offer shelter only to light boats or canoes. There is, however, excellent security for vessels in the east mouth of the Mississagua, and in the bay to the west of Salvailes' mill. The sections along the lake consist of poor, light soil. There is, however, a considerable quantity of valuable pine scattered through them. Between this and the river lie large swamps, timbered chiefly with tamarack, which does not here attain a large size, although I saw some of the largest dimensions in other sections of the survey. In that part of my work which has not been subdivided, there is good land along the Blind River, the Lake of the Mountains, at the lake in the extreme north of the work, and in a few other places. The soil and timber is generally the same as in those places more minutely described. The Blind River, however, requires especial notice for its splendid falls, and in some places beautiful scenery. Rising, I believe, in the lake at the N. E. corner of township No. 3 south, it first enters the region explored by me at Canoe Lake. Before it enters Cataract Lake, it presents a beautiful spectacle, falling in a mass of snow-white foam, from a height of nearly 50 feet, in an inclined plane of about 200 feet in length, forming, with the grim rocks and dark forest, such a picture as will yet, I doubt not, make this present wilderness familiar to the traveller and the artist. Again, on leaving this lake, as if in contrast, the river at once takes a leap of nearly twenty feet, and then pursues its course to the Lake of the Mountains, where its stream is backed by the dam and Salvailes' mills. This river is navigable for canoes from Lake Huron to the lake I have mentioned as its source. There are, of course, portages at the falls. The water is deep from the Lake of the Moun-

tains to the mill. There are very considerable quantities of valuable pine along almost its entire course. An extensive trade in lumber is carried on at the mills. Small craft can load close to it in the river's mouth. The larger ones load partly there, and complete their cargoes in the bay to the west, where the lumber is taken in rafts. This can only be done in fine weather. As shown by the map, the general character of the country is rough and hilly, interspersed with lakes and streams. The hills are sometimes of considerable altitude, probably 400 and 500 feet, and as their summits are frequently bare of trees, they afford extensive and magnificent views of the country, the general features of which are really beautiful; in the neighborhood of some of the larger lakes especially, the beauty of the scenery is scarcely to be surpassed. All the large lakes, especially those on the Blind River, abound in fish. Pike, pickerel and black bass are the most numerous varieties."

ROSE AND LEFROY

Are situated on the north shore of Lake Huron, adjacent to the Bruce Mines. Lefroy is bounded on the south by Lake Huron, on the west and east by lands as yet undivided, and on the north by the township of Rose. Rose is bounded on the south by the above township of Lefroy, and on the west, north and east by unsurveyed lands. They were subdivided in the year 1860 into sections and quarter sections; each regular quarter section contains an area of 160 acres. The townships contain respectively, Rose 23,007, and Lefroy 20,742 acres of land.

The following is an extract from P. L. Surveyor Hanning's Report of Survey of these townships:—

"LEFROY.—Along the shore generally, the land is rocky and barren, the timber for the most part destroyed by fire. On the western limit of second range, sections 18 and 19, the land is low and level, soil sandy, timber principally tamarack, spruce, cedar and small pine. Eastward from this to Thessalon River, the land becomes more undulating; the timber is mixed with a considerable quantity of small balsam, soil light sandy loam with occasional ridges of rock near the banks of the Thessalon. The surface is much broken by ravines, behind those on both sides of the river some tracts of hardwood occur, the soil generally of good quality. Towards the eastern limit of the township the country is more broken and hilly, soil light. The north eastern portion is generally good rolling land, broken occasionally by a ridge of rock, timber mixed and hardwood, in this portion are also some rich alluvial flats, on the banks of the river. Towards the north western part, the land becomes level, timber mixed with some pine of good growth. The river through the township is broken by four rapids, all capable of being used to a large extent as motive power for machinery. The average width below the most westerly rapid is about 70 feet; it is navigable for large boats as far as the first rapid. The prospects of this township being settled, are good, as this river affords great facility in getting to the adjoining good lands. Owing to the survey being made during the winter months, I did not make much search for geological specimens. Ridges of *quartzite conglomerate* are to be found on both sides of river. I discovered no limestone. *Trap* seems to be the prevailing rock."

"ROSE.—In this township the south western portion is generally good rolling land; timber mixed and hardwood, generally of large growth. The soil principally clay bottom and sandy loam. The south-easterly portion is generally level, timbered with mixed timber white pine and balsam; the soil light and sandy. In the centre portion of this township are several large tracts of low and level land. Timber, principally tamarack and spruce; soil light and sandy, very marshy in several places. On both the eastern and western limits, the country is rough and broken; soil light, rock ridges frequent; timber, hardwood and mixed; some good pine are to be found on both limits and also on small ridges in the centre portion of said township, but nowhere in sufficient quantity to be reserved for lumbering. The two northern ranges of township are particularly rough and broken; the summits of the hills in most cases are rock, covered with moss and a growth of small mixed timber. Some of the valleys are well timbered with hardwood; the soil is of a good description, but rock near the surface. The rock in this township does not, as far as I could per-

ceive, vary from that in the south township, in the north part it seems to be composed entirely of trap; toward the river, the *quartzite conglomerate* is met with.

"The prospects of settlement for this township are not so good as for the south township, the good land being scarcer and the access to it more difficult."

PENNEFATHER, DENNIS AND KARS,

Situate on Goulais Bay, Lake Superior, were surveyed in 1859-'60, by P. L. Surveyor J. W. Burke. Their contents are as follows: Pennefather, 21,214 acres; Dennis, 5,693 acres; Kars, 11,283 acres.

The following are extracts from Mr. Burke's Reports of Survey:—

"PENNEFATHER.—The township is situated on the south-east part of the shore of Goulais Bay, and is traversed by a continuation of that range of hills which forms the southerly limit of the valley of the Goulais River.

"A large portion of the surface is accordingly broken by hills, separated by deep valleys and ravines. The prevailing rock is granite. The hills do not rise into peaks, but present, at a distance, a tolerably regular outline. Their greatest altitude does not exceed probably 500 feet above the water of the bay. Bluffs occur in several places. Traces of iron and copper are rarely met with, and are too slight to demand particular attention. The township is well watered, being traversed in every direction by fine creeks and rivulets.

"At the foot of the hills, and stretching northward for four or five miles, lies a very level tract of land, through which the Goulais River flows. Much of this flat land is of a swampy character; but as the swamp is not deep, and the sub-soil rather sandy, I think that were the land cleared, it would rapidly become dry, and afford excellent pasture, as well as prove available for other agricultural purposes.

"On the north town line, near the bay, several large marshes occur. These appear to me to have been, at no very distant period, overflowed by the waters of the bay, and are now, in fact, only separated from it by narrow bars of land and debris thrown up by the water. In parts of these marshes cranberries abound.

"The soil throughout the township is a sandy loam, generally of excellent quality; although in the high lands frequently of no great depth. Potatoes, and root crops generally, would, I have no doubt, be found to succeed well in it; and of the cereals, oats would in all probability yield an abundant and profitable crop. Wheat could not at present be raised with profit, from the absence of mills, and other circumstances of the locality; but as imported flour of good quality, and at a reasonable price, can always be obtained at the Sault Ste. Marie, no obstacle to the settlement of the country is likely to arise from this cause, while the other crops I have referred to would command a ready sale at highly remunerative prices. Indian Corn (at least the more hardy and early ripening varieties of it) could be grown, but oats, roots and hay would yield the largest and surest return.

"The wood in this township on the high lands, consists of maple, birch and scattered pines; hemlock is rare; elm is not often found, and beech is altogether absent. Neither in this, nor any of the adjacent townships, have I found a single beech. Much of the maple is of the curled and bird's-eye description, and the wood is often variegated in the most beautiful manner. In the low, flat land, a good deal of balsam and tamarack occurs, with cedar interspersed, which becomes more abundant on approaching the shores of the bay.

"A few lakes are found in the hilly country, at a considerable altitude above the level of Lake Superior. They are not of any great extent however, and do not contain fish in any abundance.

"The area of the township is 21,214 statute acres, of which only about 70 acres are occupied by lakes; and of this area, fully from one-third to one-half will be found suitable for raising crops; probably as the land is cleared, a larger proportion than this will be found available.

"The township is easy of access by water for most of the year, and in the winter the ice affords an excellent road. An Indian trail also exists, communicating with the Sault

Ste. Marie, but all these means of approach will soon be superseded by the excellent line of road selected by A. P. Salter, Esq., P. L. S., a large portion of which is already made, and the rest will, no doubt, be rapidly completed."

"DENNIS.—The part of the township south of the bay presents no feature of marked difference from those of the township surveyed immediately before, (Pennefather,) except that the surface is not so rugged, nor are those high cliffs and bluffs met with, which I referred to in my report of the former township. The soil (a sandy loam) and the timber are in all respects similar

"With regard to the detached portion of this township which forms the extremity of Goulais Point, little need be said here, as I will refer to it again in my report of Goulais Point Township (Kars).

"The shore along section 3 is composed of banks of sand, from 10 to 15 feet high, and near this there is a small harbor called 'Fer-à-Cheval' or 'Horse Shoe' harbor, which, from its completely sheltered position and depth of water, affords a safe and commodious retreat for Macinac boats of a large size.

"The rest of the coast, along sections 4 and 5, is rather low, but a short distance back from the shore the land rises and improves materially in character.

"A considerable fishery exists all along the shores of this township, both in its northern and southern portions."

"KARS.—This township may be described as a Peninsula running south and cutting off Goulais Bay from Lake Superior. On the east it is reached by Goulais Bay, on the west by Lake Superior.

"There are no ranges of hills in this township, the surface being in fact chiefly a level plateau, raised probably about sixty feet above the level of the lake, around which two or three old lake margins can be traced with tolerable accuracy.

"A good deal of red sandstone rock occurs in this township, and a very tenacious clay of a pink color which the Indians use for plastering their houses, is found in abundance.

"The land on the western or Lake Superior side of the township is generally poor, and much exposed to the severe gales from the lake. On the eastern side, the land improves much, and being well sheltered affords some excellent sections for settlement.

"The Indian village is in section 34 chiefly, the best land is in its vicinity. The extreme southern point of the peninsula is in township 2 north 27 west.

"Deep water and good shelter for vessels are to be found along the shore of section 34, and an excellent fishery exists all along this portion of Goulais Bay, affording abundant means of support and profit during the winter season to the Indian residents.

"Maple Island, off the western coast, is included in this township, it comprises about 65 acres; it is well wooded and the land tolerably good. It might prove valuable as a place of shelter for boats and vessels plying between Sault St Marie and the mines at Mamainse, Michipicoton," &c.

MACDONALD

Is situated on St. Mary's River, which connects Lakes Huron and Superior. It is bounded on the north-west by Lake George and Echo river, and on the north-east and south by lands as yet unsubdivided. It contains 19,083 acres of land. It was subdivided in the year 1861, into sections and quarter sections. Each regular quarter section contains 160 acres.

The following is an extract from Provincial Land Surveyor Miles' Report of Survey:—

"Within about three miles from Lake George, the line cuts off a small portion of a large meadow lying to the south of range 23 west, township of Macdonald, and appears to cover an exclusive area, which proves to be of great value to some of the settlers about Garden River, and on Sugar Island, owing to the fact that the hay which is made here makes a capital fodder for horses and cattle in winter.

"In the month of August, I had occasion to go up Bar River, which runs through a great portion of range 23, it being the most feasible way of carrying my provisions to the interior; I there met a great number of French and Indian families encamped on the banks

of the river, who were busily engaged in making hay, which, I ascertained, they sold at the rate of from \$6 to \$8 per ton.

"Time would not permit me to make a more minute survey of this valuable tract of land, but in conversation with an old and experienced settler, who is well acquainted with this section of the country, he assured me that this meadow covered an area of no less than 20 square miles.

"The southern portion of township Macdonald, range 23 west, is first class with regard to soil; the same cannot be said of the timber, which consists chiefly of spruce, tamarack, balsam, poplar, and white birch, of an inferior quality.

"Tamarack may be considered the most valuable timber in this section of the country; although small, its forks, which are often manufactured into knees for boat building purposes, may render a very profitable return, and is a source of speculation not neglected in that neighborhood.

"Along the shore of Lake George, the land is of an inferior quality, being sandy and very stony, with a fringe of black ash and cedar swale along the waters' edge, ranging in width from three to five chains.

"In Echo bay, some of the lines have been projected into the marsh, which, although very wet at certain seasons of the year, may prove of great value to the settler on account of the hay which grows here.

"A sluggish stream, known by the settlers as Bar River, runs through sections 34, 35, 36, 25, 23, and 22, in a southerly direction; the land in its immediate vicinity is good.

"The northern portion of range 23 west is very rough and rocky. In the valleys, I frequently met good dry soil, or sandy loam, covered with fine large maple, hemlock, and birch; but still, for farming purposes, it does not cover a sufficiently large area.

"The total quantity of land surveyed by me amounts to 19,083 acres, of which about 10,000 acres in the southern portion of the township are well adapted for farming purposes; this, together with the township to the south, would form a very good agricultural district, which could always command a ready market at the surrounding mining stations."

PRINCE AND PARKE

Are situated at Gros Cap and Point aux Pins, Lake Superior. They are adjoining townships, bounded on the south and west by the waters of Lake Superior, on the north by the township of Dennis, and on the east by the townships of Korah and Avenge. They were subdivided in the year 1860 into sections and quarter sections; each regular quarter section contains an area of 160 acres. The townships of Prince and Parke contain together 28,973 acres of land.

The following is an extract from Provincial Land Surveyor Prince's Report of Survey:—

"From the point of commencement, I found the land swampy, thick underbrush and burnt timber, mostly of cedar, until about 80 chains from the base line, when I struck the Gros Cap range, composed of granite, which range runs nearly east and west, and at the points where my lines intersect, about 150 or 200 feet above level of land below, nearly perpendicular, and upon the south side rough and broken; upon the top of this range for some distance, I found bare rock, no soil, and some large timber, burnt and fallen, chiefly cedar and pine; on proceeding north, I found good loamy soil, though shallow, and heavy timber, birch and maple, intersected by cedar and black ash swamps; indeed most of the land in township No. 1 north is good, and timber heavy. I was never at a loss for water, for numerous small spring creeks, from 10 to 20 links wide, and from three to six inches in depth, run through the township, none of which, however, afford any water privilege.

"In Section 20 there is a lake—average depth about 15 feet of clear water, sand bottom, and surrounded by cedar.

"Also a marsh—average depth about five feet of stagnant water, which originated, I imagine, by a beaver dam; throughout, I found several beaver dams, containing more or less water to some depth.

"In survey of township No. 1, south, I found nearly all swamp, cedar and tamarack, with sand ridges running through it, on which is some red pine timber suitable for spars. The south portion of this township is nearly all marsh, some with no timber, and some burnt tamarack and cedar:

"The beach is sandy, and water shallow, except at Point aux Pins, where the channel runs close to shore."

FENWICK

Is situated partly on the Goulais Bay, Lake Superior, bounded as follows: on the west by Goulais Bay and the township of Kars, on the north and east by unsurveyed lands, and on the south by the township of Pennefather. It was subdivided in the year 1860 into sections and quarter sections; each regular quarter section contains 160 acres. The township of Fenwick contains 18,408 acres of land.

The following is an extract from Provincial Land Surveyor Burke's Report of Survey:—

"The northern portion of the township, as shown by the shaded lines on the plan, is very hilly, indeed might almost be denominated mountainous, the hills rising here higher than in almost any other part of the neighboring country. The trap formation is the prevailing over this tract.

"Traces of copper are visible in the bluffs along the line between sections 5 and 8, and on the hills on sections 6 and 7 in the latter place. I believe some attempts have been made to open a mine some years since, but they do not appear to have been very successful.— On the east town line, a species of slate rock rather finely laminated occurs, and some good specimens of jasper were found on the same town line, about 1½ miles from its northern extremity. These hills referred to, form the northern boundary of the valley of the Goulais River, and a part of the ridge of high lands which separate Goulais from Batchawaing Bay, numerous rills and streams descend from them and afford an abundant supply of the finest water.

"At the first of these hills some very good land occurs, especially in sections 8 and 9, which afford excellent sugar-bush, much frequented by the Indians. Some portions of swamp land intervene between this and the river, and some of the lots, especially those near the bay, abound with valuable cedars. The land along the Goulais River on both sides, is of excellent quality, a sandy loam resting on a sandy-subsoil. The wood on it proves its excellence. Some of the best land I have met in the whole tract of country round Sault Ste Marie, as far as I am able to judge, is to be found along the Goulais River, and would, I am sure, afford great facilities for immediate settlement. On the south town line, a low tract of land occurs, terminating at its western extremity in marshes adjoining Goulais Bay. Section 27 has been laid out as a town plot according to instructions. The most distinguishing feature in that township is the Goulais River. I have made an accurate traverse of it and taken soundings at distances of ten chains, so as to present a complete plan and section of it. It enters the bay by three mouths. The whole of the land about the mouths is subject to be flooded in the spring. A bar of sand exists at the mouth in which the ice accumulated during the winter is heaped and piled up, and this tends to dam back the water, causing the rapid rise of the river in the spring;—the floods are, however, never of long duration. The river is navigable for the largest sized Macinac boat, carrying from one to two tons, up to the east town line.

"The wood of the hilly part of the township is chiefly maple and birch, with cedars, balsam, &c., in the valleys between the hills. Fine sugar-bushes occur in several parts of the township and along the Goulais River, the size of the timber, maple, birch, elm, &c., is a sure indication of the goodness of the soil. Mr. Salter's line of road to the Sault Ste Marie passes through part of the township, and I have connected the town plot with it. The road, when completed, will afford an excellent communication with the Sault Ste Marie, the necessity for, and the benefit of which, especially in the winter season, will be duly appreciated by the settlers. In conclusion, I would say that this township is generally well worth the attention of those intending to settle in this section of country."

THOMAS DEVINE,

Head of Surveys, U. C.

No. 27.

REMARKS ON LOWER CANADA SURVEYS.

TOWNSHIP OF ABERFORD.

This township is situated on the north bank of the Ottawa River, in the county of Pontiac, and is the westernmost limit of the surveyed townships in Lower Canada.

It is of the dimensions of nine miles perpendicular breadth, on the mean depth of thirteen miles, and is bounded on one side, towards the South-east, by the surveyed township of Aberdeen, and on the other side by the projected township of Killaly.

It is traversed from its south-eastern corner, on the whole depth of the township, by the River Du Moine, a stream of considerable magnitude, which derives its name from the fact of the River being the usual route of the early missionaries to the Grand Lac and Lac des Quinze, forming the principal head waters of the Ottawa River, the sources of which head with those of the Du Moine at a distance of upwards of 200 miles, by the course of the latter from its mouth in the Ottawa, at the western corner of the township of Aberdeen.

Mr. P. L. S. Sinclair laid out and subdivided into farm lots 32,650 acres, chiefly located in the north-west corner of the township, and reports as follows:

"I have delineated the natural features of the country on the plan herewith, such as mountains, swamps, burnt land and the woods; the best part of the land is situated on the south side of the west branch of the Du Moine, and at the north-west corner of the township, but there is rather better land out of the township around Sucker Lake than there is in it. From Sucker Lake, westward across Bear River, towards the Deux Rivières, there are very nice parcels of hard wood, with what lumbermen would call scattering large white pine.

"A few settlers would find the lots which I have just surveyed there very convenient of access, and when there, very profitable to raise hay and oats for the lumbermen. Hay will command \$30.00 a ton, and seventy-five or eighty cents a bushel for oats, which would be an excellent speculation for young men to engage in. There is plenty of land that will not cost more than twelve dollars per acre to clear. Men engaged in the lumber trade have now commenced operations on an extensive scale, that must be continued for many years, not only in the immediate neighborhood of this township, but also a considerable distance up the river.

"This Country, up to the Grand Chute, is very well opened up with roads, the principal one of which was made by Mr. William Moffatt, of Pembroke, leading from the mouth of the Du Moine up the west side of the river. It is a wagon or cart road for seven miles, and an excellent winter road to the Grand Chute, where Mr. Moffatt made a farm, the only one at present occupied in the township, *i. e.* having a settler on it. Mr. Ryan has a shanty farm in the township, on which he raises hay, but has no one residing on it. This road made by Mr. Moffatt, if made by the Government, would have cost nearly one hundred pounds per mile; besides this main road there are others leading westward, beyond the township, one leads off from the mouth of the Fils du Grand, or west branch. This, I consider, will become some day at an early period in the history of that country, the site of a village. There are excellent water privileges not far from this spot on both the main River and its West branch.

"There is some valuable white pine in this township. I have no doubt the largest timber of the Upper Ottawa will come from this place this year, which is being made for the trustees of the estate of the late Mr. Egan."

TOWNSHIP OF PONTEFRACT.

The township of Pontefract lies in rear of the township of Mansfield, in the county of Pontiac, adjoining on the east the surveyed township of Huddersfield, and of the dimensions of nine miles in breadth, by the mean depth of fourteen miles. It is traversed in its whole extent by the River Coulonge and its tributary, the main stream discharging into the Ottawa River at Fort Coulonge, in the township of Mansfield.

The land in this township is much broken by hills and mountains, and is intersected by several large lakes, in the westerly part thereof especially. Hardwood seems to be the prevailing feature of the country surveyed up the Coulonge. The soil is generally a rich loam, but most frequently stony.

TOWNSHIP OF BASKATONGE.

This township, on the Gatineau River, of the dimensions of 13 $\frac{1}{2}$ miles in its deepest part, by 9 miles in breadth, is the northernmost surveyed township in the county of Ottawa. It is of irregular figure, and is bounded on the west and north-west by the Gatineau River, which here, although at a distance of 100 miles as the crow flies due north from its mouth, is a broad stream, averaging some 10 chains wide, more or less rapid, but generally navigable for canoes. The River Baskatonge, whose waters irrigate the lands of this township, and discharge into the Gatineau about two-and-a-half miles above the River Jean de Terre, is the outlet of the lake of that name, presenting a fine sheet of water of a quadrilateral figure, averaging eleven-and-a-half miles long by two-and-a-half broad.

A description of the land around which, and of the arable portion surveyed in the township of Baskatonge, is contained in Mr. P. L. S. Bouchette's report, as follows:—

“In reference to the general geographical features of this section of the country, they are good; the soil is composed of alluvial deposits, which cover a considerable extent of the township, from the fact of the Gatineau River, in high water, backing up into the Baskatonge Lake, and in its course flooding the flat countries very considerably. The land in many places is high and timbered with hardwood. There is very little white or red pine in this section of the Gatineau; but above and below the boundaries of Baskatonge, large quantities of saw-logs are yearly manufactured by the Messrs. Gilmours and Hamiltons. There is also a good winter road through the centre of the township, constructed by the above firms, which, with very little expense, could be made a practicable means of communication during the summer. This of itself would be an inducement for settlers to locate themselves along this road, and also along the borders of the Baskatonge Lake, where there is a fine tract of hardwood land.

“There is a peculiarity in this township—from the banks of the Gatineau River through to the Baskatonge Lake, the land is rolling, the elevations are gradual, with few exceptions. The south-east and east sides of the lake aforesaid, are very mountainous and rugged, with deep ravines, making it totally unfit for cultivation. These ranges of mountains are those which divide the waters of the Rivers du Lievre and Gatineau, and if the Indians' report be true, the waters of the Baskatonge Lake flow either way. This I would readily believe, from the fact of the Gatineau waters backing into the Lake, thereby proving its position to be lower; there is no doubt the land about a great number of lakes in the township would otherwise be fit for cultivation. There are also a number of swamps, but they might be converted into meadow land by proper drainage; however, I think that the lakes would be rather a benefit to settlers than otherwise, for they abound with very fine fish from five to twenty-five pounds in weight. The west side of the Gatineau, beginning at the rear post of the township of Egan, extending several miles above Gilmours' farm, (which is an island in the Gatineau River of considerable extent, containing several hundred acres of beautiful land,) and thence west, fourteen or fifteen miles back, is fit for settlement, being of a level surface; the soil is of a gravelly nature in some places, in others clay and yellow loam, making the whole desirable for colonization.”

TOWNSHIPS OF POLETTE AND TURCOTTE.

These contiguous townships are situated on the northerly side of the River St. Maurice. The township of Polette lying partly in the county of Champlain and partly in the county of Portneuf, adjoins on the south-west the Seigniorship of Batiscau, and presents on the St. Maurice a frontage of 12 $\frac{1}{2}$ miles, laid out into 62 farm-lots, several of which are already occupied and improved, connectively with the extensive lumbering business carried on upon that river and its tributaries.

The River Wisseneau or Wosseneau, which discharges into the St. Maurice about half a mile below the mouth of Rat River, in the township of Turcotte, traverses this township from north-east to south-west—its north branch entering the township from the north-west—and is, together with its tributaries, reported as offering some fine tracts of land for settlement.

The township of Turcotte, situate in the County of Portneuf, adjoins on the south-west the township of Polette, and presents along its front on the Saint Maurice 60 farm lots now available for settlement. A range of farm lots on both sides of Rat River, from the rear of the first range to the north-west outline of the township, has been surveyed, which, together with the surveyed ranges back from the St. Maurice, will lay open to settlement many fine tracts of land eligible for cultivation, dispersed over 41,042 acres subdivided into ranges and lots, as returned into the department by Mr. P. L. S. Wallace:

“The front of the township of Polette presents some very fine tracts of land. That part adjoining the St. Maurice consists of alluvial deposits of different ages, arranged in successive steps varying in height from a few feet to about one hundred feet; the higher or older plateau, in all cases showing the better soil. Seven of those steps or ancient banks of the St. Maurice can be distinctly traced in several places. The soil on these places is sandy, the upper containing more vegetable matter than the lower. The timber is fir, spruce, pine, aspen, white, yellow and black birches, cedar, ash, and in some places basswood. Above the hill or bank proper of the river, which in some places is precipitous and rocky, the soil is generally a good brown loam, growing black and yellow birches, maple, fir, cedars, ash, beech, pine, tamarack, &c., &c. The country is generally rolling and not so hilly as the township of Turcotte. There are two farms on the front of this township shewn on the plan—one belonging to the estate of Mr. Hall and the other to Mr. Baptiste.

“The front of the township of Turcotte, the 1st and parts of the 2nd, 3rd and 4th ranges, also present some fine tracts of land, marked by the same successive plateaux as Polette, and growing the same timber. The hill or bank proper here, especially in the 4th range, is higher than in Polette, in some places precipitous and rocky, and rising seven or eight hundred feet; the direction of the valleys, however, being nearly north and south, there is every facility for getting on to the higher lands, a number of good main lumber roads being already made.

“There is a large farm at the mouth of the Rat River, on the 1st range, belonging to Mr. Baptiste, on which he raises large quantities of hay, oats potatoes, &c. The times of sowing and reaping are the same as in the vicinity of Three Rivers, while the soil is more productive.

“The remainder of ranges 1, 2, 3 and 4 is generally hilly or mountainous, in some places broken and rocky, but presents many fine valleys and valuable tracts of land. The soil is generally a rich brown loam or black mould, growing large birches, maple, pine, fir, spruce, aspen, cedar, beech, tamarack, and in some spots red oak and ironwood. Numerous lumber roads intersect this tract, some of them requiring little or no labor to fit them for waggon roads, and all passing through the best valleys, so that, although these ranges are more broken than the land on the west side of Rat River, settlers will have little difficulty in making roads.

“Range A. which is laid off into lots on Rat River, as far as the 24th lot, presents, to this point, the same soil and character as the former ranges, though not so broken. Above this, as far as the fork of Cigoncique or Grande Fourche, the front of this range is bounded by precipitous rocky hills, which rise in some places upwards of eight hundred feet, leaving in some cases level tracts at their bases, along Rat River. The remainder of the lots were laid out along the rear line of this range, or centre line, which will be the best locality for a road to the interior of the township as far as lot 52. From lots 24 to 56 this range presents a good deal of hilly and rocky country, although at least one half is fit for cultivation, the soil and timber being the same as in the former ranges; even the more hilly parts growing very large hardwood and mixed timber, always available for woodlands. There are also some fine level tracts growing timber of the largest size. From lots 56 to the rear of the township, this range, with the exception of the precipitous rocky front on Rat River, presents very good lands, growing fine timber and having large level or rolling tracts.

“Ranges B and C generally present very fine tracts of land, except in some places

near Rat River, where rocky and stony ranges occur. The soil is here also a rich brown loam or black mould, growing birches, maples, beech, firs, aspen, ash, cedar, red oak, &c., &c. There are several clearings along Rat River, some belonging to Mr. Baptiste and others which were abandoned by lumbermen after they ceased making pine timber in the vicinity.

"The unsurveyed part of this township was explored in several places, and presents good tracts of land throughout, not so hilly as that near the St Maurice or Rat River, having the same or deeper soil, growing larger timber, and shewing extensive tracts of nearly level or rolling land: the tamarack and black birch especially being of a very large size and superior quality.

"All the mountain ranges in these two townships, and generally throughout the St. Maurice territory, run nearly north and south, presenting valleys of erosion caused by the great northern drift of the glacial period, lying in the same direction. On this account, I would respectfully suggest to your department that future townships in this territory, should be laid out with their side lines running east and west, that the range lines, and, consequently the range roads, might lie north and south for the convenience of settlers; as all the inhabitants of a range have, or should have, constant intercourse with each other.—It would also be advisable to adopt this course in subdividing the unsurveyed part of the township of Turcotte, whenever that may become necessary.

"The resources of the St. Maurice Territory are great. At present, the only source of revenue is pine timber, and the quantity made would be very much increased, had the lumberers greater facilities for carrying on their always profitable trade.

"The best method of developing the resources of the territory, is to build a good waggon road from the settlement in rear of Three Rivers to Rat River; this road there to branch off to the River Vermillion, to the north-west, along the valley of Rat River, or its immediate vicinity; and to the vicinity of La Tuque; to the north. This should be a colonization road similar to those by which your department has opened up several other parts of the country, and especially in Upper Canada. This road would be the means of settling the country on both sides of the St. Maurice, as ferries could be established anywhere below, and at many places above La Tuque. The settlers, besides being in themselves of known value to the country and its revenue, would be of great service to the lumberers in providing them with fodder for their cattle, which they now have to transport from Three Rivers, and in root crops, such as potatoes, &c. The road would also be of immense value to the lumbering interest, as the lumberers could use it at all seasons of the year, whereas now they have but the St. Maurice, a summer and winter road alone—a summer road for canoes and scows, and a winter road for teams. In the fall, before the ice becomes strong enough to bear teams, and in spring, when it is too porous and dangerous to do so, the lumberers for several weeks have no means of transporting supplies to their fields of operation. The value of this road will be appreciated when it is remembered that lumbering operations begin in the fall, about September or October, and that the timber gets to the Quebec market in June, July or August only of the following year. Many lumberers cannot send their supplies up the river till navigation is impeded by floating ice, and have to send up their 'drivers' on the ice in spring, weeks before they are wanted or can do anything for their high wages. Some lumberers on the St. Maurice now send up their supplies on the river road in winter for the next winter's operations; thus not only running the risk of the provisions deteriorating by being kept all summer, but paying a years interest on the large outlay required to furnish a lumber camp in rations and fodder. A road would remedy this state of things, and be beneficial to the lumberman, the settler, and the country at large, as it would increase the revenue in a much greater ratio than the outlay required to make it.

"If the St. Maurice country were settled, its resources would be—not only pine timber—but tamarack and black birch, of which there are large quantities of a superior quality,—would be made by the settlers; and when the Piles Railway is built, this timber as well as cedar and spruce, and even firewood will find its way to Three Rivers and Quebec.

"Having, according to instructions, made a few general remarks on the physical geography of the country, its resources and the best mode of developing them, I have only to add that the colonization road I have mentioned could be made without any difficulty, as

the country is very favorable for roads running north, the valleys, as before mentioned lying in that direction.

"The road could also be made at a comparatively small cost, as there are only three rivers of any size to bridge, namely, the Matawin, the Bêtepuante and Rat River.

"The branch road to the Vermillion could be of great use to the lumberers on that well wooded river, as it would enable them to send their supplies direct from Rat River in summer, instead of using a great bend of the St. Maurice through the worst and most dangerous rapids of that river above La Tuque. It would also pass through a country well fitted for settlement, and which would probably be the first part of the Upper St. Maurice, turned into the permanent homes of civilized men."

TOWNSHIP OF SPAULDING.

This township lies on the easterly bank of the river Chaudière, at its outlet from lake Megantic, extending in depth, towards the east, to the Province line, and bounded on one side, towards the north, by the townships of Marlow and Risborough, and on the other side, towards the south, by the township of Ditchfield. The first six ranges of Spaulding which were laid out into farm lots, present with the surveyed six ranges in Ditchfield, about 70,000 acres of highly favorable lands for actual settlement,—the much larger proportion of which is composed of land well adapted for cultivation,—the soil being in general a rich loam and the surface moderately undulating, hardwood timbered lands.

The colonization of this township and of the adjoining townships will be materially assisted by the Government road, recommended by Mr. Duchesnay, is now in progress of being opened from its junction with the Lambton Road, through the townships of Aylmer and Gayhurst, intersecting the Chaudière at this township; but this desirable object would be considerably promoted were a good road opened on the right bank of the River Chaudière, from the township of Jersey, in front of the Townships of Marlow, Risborough, Spaulding and Ditchfield, to meet the colonization road projected from the interior in Lingwick to the Arnold River, in the township of Woburn, recently traced and marked under instructions from this office, and where it would meet the proposed line of road traced from the Province line, at the terminus of a road proposed to be opened by the American authorities, in the State of New Hampshire, to connect with the Portland and St. Lawrence line of railway, towards the south, with Quebec by the Megantic Government Road,—and with Sherbrooke and Montreal by the western and eastern township roads.

Mr. P.L.S. Duchesnay, who surveyed the township of Spaulding, reports as follows:—

"The land throughout the township of Spaulding is for the most part of good quality of loam, though rather stony in places, yet on the whole, very well adapted to agricultural purposes, and may be classed as first-rate farming land. The timber is also of superior quality and of average growth, generally mixed,—the principal kinds being birch, maple, spruce, cedar, balsam and some pine.

"The whole township is well watered, many of the streams being of considerable size, and affording excellent mill sites and water privileges, amongst which I may mention the Nebnellis and Kokomleis, (names given by Indians). The river Chaudière itself is a very rapid stream, at low water being not more than two feet in depth, and of an average width of about two chains, although at spring floods it rises to considerable size.

"The banks are in many places rather uneven, while in others good flats of arable land extend to the water's edge.

"I would take the opportunity here of remarking with regard to the settlement of this land, that the construction of a road from Aylmer, through Gayhurst, to the River Chaudière, in the vicinity of the discharge of Lake Drolet, would be of material service, and is asked for by the settlers in that neighborhood, who are even now in the act of petitioning for the road.

"There is at present a rough timber road following the course of the river Chaudière, which crosses from Gayhurst into Spaulding about lot 27, and thence continues along the river course as far as lake Megantic."

TOWNSHIP OF TOURELLE.

This township, situate in the county of Gaspé, adjoins on the south-west at the St. Lawrence, the Seigniorie of Ste. Anne des Monts, and back of this seigniorie, the township of Cap Chatte, to its depth, and on the north-east by the waste and unsurveyed public lands—excepting, however, the front range recently laid out into farm lots, on the St. Lawrence, and along the line of road traced from Ste. Anne des Monts, eastward, through the projected townships of Christie and Duchesnay, to Fox River, by Mr. P. L. S. Baillargé, under the instructions from the Department of Public Works, and of this Department.

The four first ranges of the township of Tourelle were laid out into farm lots; the greater proportion of the first range thereof being already settled and occupied, partly by squatters, and partly by persons representing the owners of adjudicated claims under the Gaspé Relief Act, (59 Geo. 3); whilst the remaining surveyed ranges, although occasionally of a mountainous and broken surface throughout, contain some very favorable lands for settlement, which will be rapidly taken up, so soon as the Gulf Line of road shall have been constructed, as the ample report of Mr. P. L. S. Roy renders manifest:—

“All the land in the first range of the seigniorie of St. Anne, and in blocks A. and B. are under cultivation to the mean depth of about sixty chains. In addition to the great river St. Anne, there are two important water powers in this tract, the little river St. Anne, and the ‘Patate’ stream. On the little river St. Anne, about 10 chains from the St. Lawrence, are two splendid mills, the property of T. B. Sasseville; one a flour, the other a saw mill. The saw, particularly, is of superior construction.

“The little river St. Anne was used, for a long period for lumbering purposes, a considerable quantity of deals having been made on its banks; but for the last four or five years very little wood has been made up in this locality, and this branch of industry has been nearly quite abandoned. On the river Patate are still seen the remains of an old saw mill, and a flour. These establishments, the property of Jean Leboutillier, Esq., are now all in ruins.”

Mr. Roy, in speaking of the township of Tourelle, says:—

“The name of this township, which is also that of the locality before a survey was made, is, owing to the existence of two rocks, situate on the shore at a distance of about three miles from one another: the first of these rocks, which is also the largest, is shewn on the plan of the township as point la Tourelle; it is of quadrangular form with a base of about twenty feet diameter and rising to a height of forty or fifty feet; this rock is perfectly isolated on a rough beach, and sometimes at very high tides the water passes several feet beyond it.

“The other of these blocks called the little Tourelle, lies to the north-east of the first, is of triangular shape, narrowing at a height of thirty feet and forms part of the cliff on the borders of the river, having the appearance of a chimney standing alone after the destruction of a building by fire.

“The shore opposite the township of Tourelle is generally rocky; here and there small sandy bays are found which afford a safe harbour for barges at high tide. In the course of last summer several of these bays were occupied by fishermen from St. Anne and Cap Chat, who established themselves there for the purpose of fishing for mackerel, which these shores are celebrated for.

“In the eastern part of the township is the little river Castor, with a good water power; it reaches the St. Lawrence by a fall of about 20 feet; the banks of this stream are very high and difficult of access on the first four ranges of the township but beyond this they gradually disappear.

“The land in the south west part of this township, from the central line to the north east line of the township Cap Chat, are well adapted for colonization. The soil is a yellow mould very favorable to cultivation.

“There are but few of these rivers whose formation offers any obstacle to communication or to cultivation; moreover there is at present a road along the river St. Anne, which extends three or four leagues into the country, but it is unavailable in winter, though a very little outlay would make it passable in summer. A similar road runs along the River Patate, but does not go more than four miles back, about half of it is however passable at all seasons. I would here draw the particular attention of cultivators to the

few lots that are still vacant along the River Patate, and also in that part of the township from that stream to the central line of the township. Several lots in the 2nd and 3rd ranges are in course of being cultivated for the goodness of the soil, the facility of communication and the proximity of the village of St. Anne, having all the advantages of a church, post-office, registry office, &c., &c., are such solid advantages and so rarely met with in a new township that a passing notice of them will be sufficient to show all their importance.

"The north-east part of the township, extending from the centre line to the easterly lateral line, presents to the eye a different aspect; if we consider the height of the cliffs and judging of the interior by the difficulties encountered near the sea coast, we must be led to suppose that this locality is destined to remain long in a state of nature. It is true that on the lots of the first range, to the depth of 20 or 30 chains, the land could only be made available for persons who intend to devote themselves exclusively to fishing, but when this distance is passed, the country changes its appearance and all obstacles disappear. Here and there, it is true, inequalities of the surface, caused by the course of streams, and high cliffs are met with, but no cliffs or hills such as are seen in the first range. I must, however, make an exception as regards the hollow formed by the Castor stream; which at the St. Lawrence as well as in the interior, to about the middle of the 5th range, presents obstacles which, in my opinion, would not be surmounted without great difficulty. Colonization would progress but slowly if the people were left to their own resources, but the road which the government is about constructing from St. Anne to Fox River, will not fail to prove so encouraging that before long we shall see there as in many other places along the coast of Gaspé, an uninterrupted succession of good settlements.

"I did not find in the interior of the township of Tourelle a continuance of level land, such as exists in the interior of the townships of Cherbourg and Dalibaire which I traversed in 1859: but this land, though not so easy of access nor so capable of cultivation, does not appear to me to be less valuable towards the middle of the township. At a distance of about 7 miles from the St. Lawrence, there is a lake, which I have judged to be about fifty acres in superficies. These data are only approximate, as I saw the lake only at a distance of six miles. I was then measuring the depth of the side line. In the middle of the lake there is a small island. A hunter whom I have met since, tells me that this lake is called the Island Lake, and that he had caught a great deal of trout there. In tracing the back outline of the township, I noted besides several streams, the intersection of two rivers; the smallest of these which is in the middle of the third mile, measures 85 links in breadth, and runs through level land from north to south, measuring one chain and five links in breadth; the other river is found at the beginning of the seventh milé, and is said to be a branch of the great river St. Anne; its course is from west to east, and makes its way through the Chickchack mountains. At about a mile to the north of the rear line, this river appears to run through level land, after which the hills through which it runs rise successively in an easterly direction; at the point of its intersection with the rear line they attain a height of 1500 feet.

"The predominant kinds of timber are the pine, white birch, birch, spruce and cedar; there is only a small quantity of maple. The only maple wood worth mentioning, is in the neighborhood of the base line on the north-east side of the little Patate. We there found three or four huts for sugar making in the spring. The cedar bushes are not numerous, but the cedars are of good size and of superior quality. The most extensive of these cedar woods follow the course of the river St. Anne and the stream Patate. We found a great quantity of pine stumps in this part of the township extending from the Patate to the river St. Anne, but I cannot recollect having seen one of these trees standing.

"The soil is mostly yellow loam and sandy mould; along the course of the little River St. Anne clayey land is found, as well as yellow loam, but not to any extent; wherever similar soil is met with, in other parts of the township, it is of so small an extent as not to be worth mentioning.

"In continuation, I may add that of all the townships destined for colonization, few are more worthy of attention than the township of Tourelle. This township has certainly the disadvantage of being difficult to cultivate, owing to the steepness of the cliffs and the depth of the water courses, but generally the soil will be found fertile.

"In addition to this, the colonists will find great resources in an inexhaustible supply of fish of all kinds, with easy communications for the conveyance and exchange of their produce. St. Anne, in the first place, owing to the excellent establishment kept up there by Jean Le Boutillier, Esq., affords a good market; again, the basin of the great river St. Anne, which is a safe port, is frequented during the whole season, by schooners plying between Quebec and Gaspé. It may be useful to add that the township of Tourelle forms part of the free port of Gaspé, and with the township Cap-Chat, forms its south-western limit."

TOWNSHIP OF DAAQUAM.

This township is situated in the valley of the upper St. John's river, in the county of Bellechasse, and is bounded on the south-east by that river, where it forms part of the southern limits of the Province under the Ashburton treaty, and on the north-west by the river Daaquam, or Mettawaquam, on one side, on the north-east, by the township of Panet, and on the other, on the north west by the recently surveyed township of Langevin. It is the southernmost of the townships traversed by the projected line of road diverging at right angles from the Taché Road, in the township of Mailloux, which, when carried out as originally contemplated, will serve to open up a vast field for colonization. Mr. P. L. S. Casgrain gives a favorable report of the soil and timber of this section of country in his report of survey of the arable part of the township:—

"Before terminating my report, I must affirm that putting together all my observations of the soil and variety of land in the course of my exploration of the township of Daaquam, I found the lands in this township favorable for cultivation and offering to the colonist, who is prepared to clear them, a sure guarantee of success.

"I am the more confirmed in this opinion by the rare and remarkable fact that this locality is everywhere extremely level and devoid of rocks, which gives the cultivators great facilities for opening roads of communication. The only difficulties to be encountered in this township arise from the existence of some marshes here and there but these are trifling compared with those arising from the inequalities of the surface, and I have the hope that at no very distant day a brilliant destiny awaits the valley situated between the river Daaquam and the River St. John.

TOWNSHIPS OF ROLETTE AND PANET.

These townships, situated in the county of Montmagny, are contiguous, respectively, along their south-east and north-west limits, and occupy the table land at the head waters of the north-west branch of the River St. John, and those of the River du Sud. The first named township is bounded by the township of Montminy, which is traversed by the Taché Road; while the latter township extends south-easterly to the boundary of the Province, the south-western outlines of both townships constituting part of the county line between the counties of Montmagny and Bellechasse, and their north-east outline, the south-west limit of the township of Talon.

A passable road intersects these townships, called "le Chemin des Anglais," which was opened by the British and American surveying parties engaged on the survey of the boundary line, under the treaty of Washington, for the express purpose of transporting by it the provisions purchased in the old parishes on the St. Lawrence, and has been used since for lumbering purposes, and might, with certain improvements, be made available for the use of the first settlers of these townships, until this section of the country becomes more developed through settlement.

The report of Mr. P. L. S. Tétu conveys a favorable idea of the general fitness of the land for cultivation:—

"What first strikes the observer in these townships is the good quality of the land, which is everywhere so prevalent; vast plains extend beyond the limits of sight, interrupted only by rocks here and there, serving as a relief to their immense extent.

"The River Daaquam, which traverses the township Panet through its whole breadth, waters the two most fertile of its ranges. On approaching the frontier, the land becomes of middling quality, owing to the presence of swamps, which, though of no great extent, are pretty numerous; still, when colonization shall have reached this far in the county, means will easily be found to drain them, and make them as productive as the best parts of the township; for as the sub-soil of these swamps is composed of clay, covered with a thick coating of vegetable matter, it will not fail to become extremely fertile as soon as the work of cropping has begun. The labour will be very much facilitated by the streams which flow in all directions and empty themselves some into the river Daaquam, others to the south of the frontier line.

"In general, the soil of these two townships is mixed with sand and gravel, though much clayey land is to be found, and fit for cultivation. Yellow mould also exists, also grey and black loam, but in smaller quantities, although of good quality, and all well adapted for cultivation.

"The timber is generally as fine as may be expected to be found on land of such fertility, and which requires but a little labor to make it cultivable, for the timber is in general rather scarce. The prevailing kinds are maple, balsam, pine, cedar, and birch, all of excellent quality.

"I am firmly convinced that as soon as the sub-division of this township is terminated, settlers will be found to go into it in great numbers. There is already a good shanty road leading to it: it is commonly known by the name of the Englishmen's Road; it is quite good enough for the cartage of provisions during the summer. It traverses a part of Rolette and cuts the province line a little to the east of the north east line of the township of Panet. They made use of it during the time that the shanty season lasted; but since the lumber business ceased in these parts, the road has been but little travelled, and latterly has been altogether disused. A very small outlay would put it in good condition. It would only require to raise the trees which have fallen upon it, and to straighten it a little, though, in general it is straight enough. Very little money would make it one of the finest colonization roads, and one of the most travelled. This part of the county is much like the land of the townships on the west and east, and at least as good.

TOWNSHIPS OF GARNEAU, CASGRAIN AND LAFONTAINE.

The two former townships are situate on the south-west and the latter on the north east side of the Elgin Road range, in the county of L'Islet.

The residues of unsurveyed lands in the above named townships were laid out into farm lots for the purpose of extending the field of settlement, in consequence of the rapid disposal of the lands laid out along both sides of the Elgin Road, taken chiefly by the hardy yeomanry from the old settled parishes in the seigniories bordering on the St. Lawrence; whilst the opening of the Taché Road, which traverses the townships of Garneau and Lafontaine, and intersects the Elgin Road, will aid materially in developing the settlement of this section of the public lands.

Description of the lands surveyed into farm lots in the township of Garneau:

"The five last ranges of the township of Garneau, now surveyed, give a superficies of twenty-two thousand acres of land, in part well adapted for colonization, offering a surface generally level and covered for the most part with mixed hardwood: it is more rocky than the township of Casgrain."

Description of the lands surveyed in the Township of Casgrain:

"The five last ranges of the Township of Casgrain, which form a superficies of 20,226 acres, are in general less stony than those of the township Garneau; they are partly covered with maple, presenting a soil generally sandy and of good quality. This township is traversed in every direction by important and numerous rivers, on which mills of every kind might easily be constructed.

Description of the lands surveyed in the township of Lafontaine:

"There are found, in different parts of this tract, meadows made by beavers many years ago, which will be of great advantage to the settlers, from the facility the latter will

have of procuring hay, which although of a rather inferior quality, will be not less useful in helping them to winter their cattle, during the first years of their occupancy, and until they can mow better hay from their own lots. There are also on some lots maple groves, many of which are already occupied by persons who have made sugar there for the last two or three years; these maple groves will also be of advantage to those holding these lots by enabling them to gain some money by preparing them for market, at a season when it would be impossible for them to do anything in advancing their farm work."

"On looking at these fine lands, which are, so to speak, at the door of our farmers settled in the parishes along the river St. Lawrence, one is surprised that they have not been already for many years settled, while the vigorous youth of our country parts have been leaving from day to day to live among strangers. One of the principal reasons, and one which has certainly delayed their settlement, has been the unfavorable reports made by hunters, for some reason or other, of these lands, saying that they were nothing but barren swamps and rocks, wholly unfit for settlement; reports which were apparently confirmed by a strip of land, a mile or a mile and a-half in width, in rear of the seigniories which is precisely such as the hunters have represented the remainder to be; add to this the absence of any road to get to these lands, and, in the last place, the uncertainty of not knowing where the line of separation between this province and the United States would pass, the latter pretending, before it was drawn, that all the lands watered by the streams discharging into the River St. John belonged to them, thus taking away all the township of Dionne, and more than half that of Lafontaine, which are about the finest parts of the tracts in question."

"But now that there is an auspicious beginning of settlement on these lands, we must hope that they will be promptly opened, by enabling an industrious population to secure an honest independence, as well as by eventually preventing our young people from going elsewhere to meet only fraud and deception."

TOWNSHIP OF ARMAND.

This township is situate in the county of Temiscouata, and comprises in its frontage all that part of the new line of the Temiscouata Road, constructed under the superintendence of the Department of Public Works, from the rear limit of the township of Whitworth, to the rear boundary of the seigniry of Lake Temiscouata and Madawaska.

The line of the Taché Road, as now traced, traverses, diagonally, the western quarter of this township to its junction with the Temiscouata Road, at the forks of the St. Francis; but a more central, as well as a more favorable line through this township into the township of Demers, and thence north-eastwardly, intersecting that well known tract of country watered by the River Rimouski, called the "Fonds D'Ormes," to its junction with the Kempt road, now being explored by J. B. Lepage, Esq., would open for colonization a much larger field at the head waters of the rivers Ristigouche and St. John. This tract is an extensive table land, occupying a region bounded on the north by the Metis and Rimouski rivers, and is composed chiefly of hardwood ridges.

The present line of the Taché Road would remain still available for the settlement of the arable lands along it, with the advantage of proximity to the St. Lawrence.

Description of the above mentioned lands by Mr. P. L. S. Doucet:—

"The lands along this road are generally good, though rocky in places, but there are places where there are hardly any rocks. There are very few lands taken here, but from the river of the Little Fork they are almost all taken; these are also of much better quality."

TOWNSHIP OF MANN.

The land surveyed into farm lots in this township, in the county of Bonaventure, as returned in the annual statement for the year 1861, lies back of Oak Point Range and the adjudicated lands situate on the River du Loup, and east of the tract reserved for the Micmac Indians of Ristigouche. It is bounded towards the east by the Seigniry of Shoobred and the township of Nouvelle, and on the north by the residue of the township

The excellent quality of the soil in this township, its fine timber, and the favorable character of the land, cannot fail to induce emigrants, especially the Acadians from Nova Scotia and Prince Edward Island, and conduce to the rapid settlement of this township.

The report of Mr. E. H. Legendre conveys a satisfactory description of the country surveyed, as follows:—

“All the land which I have met in prolonging this line, is so good and so fit for cultivation that it was taken up by degrees while I was surveying it. I was accompanied by a large number of active young men who did not content themselves merely with marking their lots, but who actually cut down the trees and cleared the land while I was working on the line.

“This land is perfectly level and covered with very large birch and maple. It extends I know not how far eastward, for the Little River, at a distance of from 14 to 15 chains to the east of my line, comes from the north, and it is on the east side that this level and good land appeared to me then to extend.

“Having since prolonged the rear line of the east range from River du Loup to the seventh range, I was enabled to ascertain that the land already mentioned extended towards the east. I fell in with it on the north part of the fifth mile and on sixth, beyond which, if I may judge from appearances, I believe it terminates only at the valley formed by the River Escuminac.

“All the land which lies between the Busted Creek and rear line of the range east of the River du Loup is of the best quality, and although it is very elevated, it is nevertheless level and of easy access. Great part of the timber is birch, of an enormous size, and sound in quality.

“The great valley of Busted Creek is wooded with pines which appeared to me for the most part sound. This creek only extends, from what I am informed, to the fourth range, where it takes its rise.

“I proceeded to the post, between the fourth and fifth ranges, on the range east of River du Loup, and prolonged this line to its junction with the west line of the township of Nouvelle. The soil which I met with along this line is still finer than that of the ranges already passed over, and to give an idea of it, I will say that it may be compared to that of Matapedia.

“The prevailing timber is the same as that lower down, that is to say, birch and maple; and, with the exception of the hill at the point of departure, the land, as far as Harrison Creek, is level. This hill is the last in this range. The east branch of the River du Loup and Busted Creek take their rise in the middle of the fourth range, in a grove of balsams, and beyond this the mountains disappear.

“Access to any of the ranges of these townships is made easier by the shanty roads along the different streams, which extend as far as the River Escuminac, and in one instance, to the head of the above named creeks; nor is there any difference in the roads, the land being the same everywhere.

“The valley of Harrison Creek in this range is wider and more shallow than in the ranges already gone through, and the land in this valley is exceedingly good. The timber is of enormous size; ash trees, for example, are met with as large as pines: the prevailing kinds are elm, ash, and birch. This valley appears to me to become larger towards the interior, and I do not doubt that in the adjacent ranges, it will appear still finer in character not as respects the quality of the soil, for it is impossible to find better, but from its greater extent of level ground. This creek supplies a considerable volume of water, and mills might be put in operation throughout its length.

“The further I advance into the interior the better I find the soil, and I am informed by credible parties, that there is equally good land as far as the River Escuminac in the interior; I judge so not only from the appearance of that which I found between the 6th and 7th ranges when I prolonged the rear line of River du Loup range east, but also from the opportunity which I had of seeing, from the summit of the mountain between the 5th and 4th ranges, into the interior of the township. From this point I remarked that a range of mountains extended from the south-east towards the north-west, at many miles distance, and that the ground sloped gradually from these mountains to the place of observation. From this I am led to believe that these mountains separate the river Escuminac

on the north, and leave a very large extent of ground fit for immediate settlement on this side, towards the south-west."

Mr. P. J. S. Duval's Report on the Anse à Gilles Road Survey:

"As to the quality of the land, from the 5th mile to the 9th, along this road, it is but indifferent. As to the upper part, that is to say, that which is prolonged up to the Taché Road, it is well adapted for cultivation; the soil is not stony, and appears to be everywhere very rich. On the rear lines of the 5th and 6th ranges, which I have drawn, is a large and fine maple grove, on which have been established several sugaries. The soil in these two concessions is very rich, without rocks or stones; so that everything is in favor of the settlers. I do not hesitate to say, that it is the finest and largest tract of land which I have as yet passed through. It is in every respect well adapted for settlement.

"I have no doubt that if these lands were once known, they would not fail to be appreciated by a crowd of settlers, who would set about clearing them with zeal and ardor, and would derive from them considerable profit. As soon as the road shall have been opened for a sufficient distance, it is certain that colonization will advance in the township of Patton.

"Means of communication in this territory will be easy of attainment, for there is no considerable hill or inequality. There are, however, some gentle acclivities, which are by no means unpleasant. From the summit of these slight eminences, the eye contemplates with pleasure the vast extent of country which lies around, and which fills us with sentiments of admiration for the Author of so many wonders. The timber, in general, is tall and heavy. There are some cedar groves interspersed with balsams of large size."

Report of Mr. Surveyor Francis Tetu, on the survey of the lands on the Arago Road:

"In those parts of the townships of Lessard and Beaubien, which I have surveyed, there are many tracks of stony soil to be met with, but this will not be an obstacle to the settlement of nearly the whole of these lots, the soil of which is, in general, well adapted for colonization. The prevailing kinds of timber in these two townships are cedar, fir, white birch, alder and balsam: there is little pine of large size in the immediate neighborhood of the road line, but a proof of the existence of timber for building purposes in the township of Lessard is, that in the month of November last a shanty road was established for the cutting of saw-logs which are transported to the Bras d'Apic. All the Arago tract is fit for cultivation; the kinds of timber found there are balsam, white birch, black birch, and, in still greater quantities, maple. In effect, in the last named township alone the number of sugaries worked during the last winter was more than sixty.

"The Arago road-line is already of great utility as a snow-shoe road for those who are making sugar in these townships."

Report on the exploratory survey for a line of road from Gaspé Basin to Port Daniel, in the district of Gaspé, by Mr. P. L. S. Blaiklock;

"Although my explanations have failed to attain the object contemplated in my instructions, namely to open up the country for settlement in rear of the surveyed lands in this part of the country, yet a good line for a road could be traced which, passing through the back ranges of the townships of York, Douglas, Mal Bay and Percé, would reach the seaboard near the seigniory of Grand River and would open up an extensive and valuable track of unoccupied Crown land for settlement. This route would shorten the distance to the Bay des Chaleurs by about thirteen miles, and would be from thirty-two to thirty-three miles in length; it would at the same time avoid the danger and frequent delays caused by crossing the Barachois of Malbay and Douglstown, where, after a heavy storm the sea breaks with great violence over the bars of the mouths of these rivers, and the ice running in the spring causes frequent delays in the transit of the mails and passengers.

"Besides this line, many other shorter branch roads could be opened with advantage, and would greatly facilitate the settlement in this part of the country. For instance a road opened up the River St. John to connect with the village of Douglstown, would open two ranges nearly all across the township of York, of excellent land for settlement, also by continuing the road up the Barachois of Mal Bay and thence along the river, would greatly facilitate the settlement of the fine rich track of land bordering this stream. The York and

Dartmouth rivers could likewise be opened up in like manner, in the valleys of both of which rivers considerable tracts of valuable land, well adapted to agriculture, exist. In fact if ever the interior lands are settled, it will be by the progressive settlements of these streams.

"In closing this report I cannot but remark the rapid improvement that has taken place in the agricultural pursuits in this country within the few years I have been observant of it, as well in the increasing quantities both of cereals as well as root crops that are now raised, as also in the improved system of cultivation

"The granting of patents and opening of the Crown Lands for sale, has likewise given an increased impetus to agriculture, inasmuch as the occupants have already, or are about to obtain titles for the property they occupy, and be secured in their possessions, which, for years heretofore they have not been. It will also enable persons wishing to invest capital in landed property in the country to do so with far greater security than heretofore."

Exploratory surveys for a road from La Tuque, on the St. Maurice to Lake St. John, Saguenay, by Mr. P. L. S. Blaiklock:—

"The country lying between the River St. Maurice and the Lake St. John is an elevated, broken and rocky trough, in which numerous of their tributaries take their rise; the surface is broken up into wave-like mountains, not generally of high elevation, but precipitous, without connection or regularity. There are few regular ranges of hills or extensive valleys, and the whole is clothed with a dense but stunted growth of mixed timber, consisting, chiefly of black and gray spruce, fir and white birch, together with a very few scattered birch, poplar, tamarack and maple. The soil of this vast region is mostly sand, approaching, in some instances, to a light loam, but of such a stony and rocky character as to afford but slight hopes of its ever being brought under cultivation.

"The country is well watered by small tributary streams, and innumerable small and large lakes, but their valleys are narrow and limited in extent. The fixed rock is all of a granitic formation, and in no instance did I observe any appearance of minerals or stratification.

"There are no extensive groves of pine in this country, but considerable quantities scattered over the hills, bordering the rivers and lakes chiefly upon the waters of the Bostonais and Croche; much of this timber is sound and good, but, as a general rule, they were faulty, from wind shakes and *spunk knots*, and more suitable for saw logs than squared timber. If the information I received can be relied upon, the great pine bearing country of the St. Maurice lies to the west of that river.

"The idea that there existed a large and extensive valley connecting the St. Maurice with Lake St. John was quite a mistaken one; the fact is, it is an elevated water shed with ranges of hills dividing the several streams. These hills, which have a considerable elevation near the main streams, gradually diminish towards the height of land, the country rising gently to the dividing ridge and descending in a similar manner on the opposite side.

"From the foregoing description of the country lying between the River St. Maurice and the settlements of the Upper Saguenay, it cannot but be observed that from the broken and mountainous character of the land, and the arid nature of the soil, but slender hopes can be entertained of its ever being made available for purposes of colonization;—many spots of comparatively good land were met with in my exploration, but so limited in extent and isolated in position, that they could not be made available for settlement. The only prospect for any connected or continuous settlement would be, in my opinion, by the valley of the River Croche, where the alluvial along the banks of that stream offer the only advantage for such a purpose.

"Information has no doubt been furnished to the department upon this subject, by Mr. Arcand, P. L. S., whose special duty it was to explore and report upon this river.

"By an inspection of the accompanying plan, it will be seen that my exploring line followed nearly along the dividing ridge, between the waters of the Croche and the Bostonais, and consequently passed over the most elevated ground in the range; it would therefore offer considerable difficulty to the construction of a road, from the broken nature of the ground in the vicinity; but I should think, by following up the valley of the Croche to near the height of lands, and thence either to descend the valley of the Quiatchouanish,

which was explored by Mr. Arcand, but whether reported upon favorably or otherwise I do not know, not having seen his report upon this section of the survey.

"Of the latter route I cannot speak with any degree of accuracy, not having explored that section lying between the head waters of the Croche and the great Ouatichouan lake; but I have every reason to believe it would be found similar in character to that traversed by the line surveyed.

"In reviewing the object of the present exploration, namely, the opening of a road between the settlements on the St. Maurice and those of the Upper Saguenay, I am of opinion that for at least some years to come, it will not be made available."

JOSEPH BOUCHETTE,

Dep. Sur. Gen.

DEPARTMENT OF CROWN LANDS,
Quebec, 31st December, 1861.

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No. 28.

Map of the St. Maurice Territory. (Not inserted.)

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No. 29.

Map of Gaspé and Bonaventure. (Not inserted.)

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No. 30.

Map of the Ottawa and Huron Territory. (Not inserted.)

—
No. 31.

Map of the North Shore of Lake Huron. (Not inserted.)

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No. 32.

MR. GIBBARD'S REPORT ON MINING OPERATIONS FOR 1861.

COLLINGWOOD, February 17, 1862.

SIR,—I have the honor to submit for your information, the following statement of mining operations in my division during the past year:

LAKE SUPERIOR.

Messrs. McIntyre & Rankin carried on extensive operations of the lead and copper lodes, between Punies Bay and Mr. Dawson's road to Dog Lake. They traced a very large vein through this section, crossing the Kaministiquia River to the east of Point des Neurons. They put in numerous blasts here and there, and sent some specimens to Sir Wm. Logan. I also brought some away with me for Mr. Fletcher, the Mining Engineer and Smelter at the Bruce mines; Mr. Fletcher showed them to Mr. Plummer, the Mining Captain of the Wellington; they both thought very highly of them, particularly of the copper ore. McIntyre & Rankin are trying to get up a company to work a lode near Point des Neurons.

In Thunder Bay, Messrs. Parke and others from Ontanagon, who took up some locations there, were exploring them almost six weeks, with the intention of commencing operations as soon as the American troubles are settled.

A party of Mining Engineers, with a United States Surveyor, from Superior City and Ontanagon, examined the country between Pigeon and Current Rivers. I believe they were searching for an iron mountain, said to be in the interior, equal in quality to the Marquette iron—they were all practical explorers, and expressed themselves highly pleased with the apparent mineral richness of the country.

Mr. Johnson, from Sarnia, with a strong party, spent part of the summer exploring in Thunder Bay, in the neighbourhood of McKenzie River; they were very mysterious as to what they had found, and would give me no information.

Mr. Bolton and a party spent some weeks exploring in the neighbourhood of the entrance of the Pigeon River, and as high up as the second portage. I did not see them on my return. In the fall of 1860 and spring of 1861, Mr. Bolton had traced out for five miles on the south-westerly end of St. Ignace Island, the "W. R. Smith's" native copper vein, and had cleared out the old shaft sunk in 1859, near Squaw Harbor, where he had built a shanty, made a small clearance and planted potatoes.

Mr. Ebenczer Clarke worked hard with 11 men all the winter of 1860-61 at Duncan's Cove location, near the middle of the south side of St. Ignace Island, on both sides of St. Ignace River. (It is curious how Captain Bayfield missed this River, or neglected to mark it on his chart.) Mr. Clarke, on the Island adjoining, made extensive improvements for shipping ore. He built a frame store-house thirty-two feet square and twelve high, a wharf, and sundry log and frame shanties, also a good log and frame house at the St. Ignace River, close to the Lake—a blacksmith's shop, and shanties at the mine. He opened one drift on the west side of the River, (about three quarters of a mile inland,) seventy feet, and five feet by six in dimensions. On the east side of the same river, he opened another drift, about forty feet in length, five by six, and sunk a shaft above about sixteen feet in depth, also a shaft near the house about same depth, and in various places excavated large quantities of rock. He cut out two good tracks, one on each side of the river from the house to each mine; he took down a large box of specimens to Detroit, Buffalo and Cleveland, highly valued by practical men; it was his intention to have worked again this winter had there been any steamer on the Lake to take up his supplies. The specimens shewn me were native stamp work copper, superior in quality to vast quantities I saw whilst passing through the stamp works, on the south side. The mine is well situated for drainage and working, within three-quarters of a mile of the Lake, with a beautiful steamboat harbor, easy of access, within two miles adjoining his storehouse. This location looks well, and I hope Mr. Clarke may succeed in his enterprise.

Mr. Pritchard and party spent some weeks exploring between Black and Steel Rivers, and up Black River; he seemed quite satisfied with his discoveries, although very mysterious on the subject. There seems to be amongst this class of persons a dislike to impart information of mineral discoveries to Government officers.

Mr. Fletcher, of the Bruce smelting works, with eight men, in the space of five or six weeks, on the old Quebec Mining Company's location, (he is their agent,) on the north side of Michipicoton Island, cleared out the old shaft of 1857, which had been partly burnt, it is said by Indians; repaired it and took about thirty-nine barrels of native copper stamp work ore, averaging at the mouth of the pit seven and one-eighth per cent. of copper. The ore was taken in the steamer "Nicolet" to the Bruce, and after smelting turned out twelve hundred pounds of pure copper, valued at that time at twenty cents per pound. The stamp work of this location is superior to any I saw on the south shore, excepting that from one shaft at the Phoenix Mines; it is easily worked, within a short distance of the Quebec harbor, and accessible by a steamer close to the mine. Mr. Fletcher had all his arrangements made to return by the "Nicolet," and take up supplies for the winter; the steamer did not return, and his men left, just before they were starved out, in a small boat. With regular steamboat communication, this mine will prove equal to the best on the south shore.

Mr. Pilgrim, of the Sault, an old and experienced practical explorer, for many years holding a responsible situation at the Bruce, offered a very large sum of money to the Montreal Mining Company for part of the Mamainse location; which offer, I believe, was not accepted. If it had been, Mr. Pilgrim was prepared, with the assistance of New York friends, to commence operations on a large scale—all the competent miners who have

examined this location, pronounce it equal to any yet discovered. It is a pity that the Montreal Mining Company do not either work or sell this location.

In Goulais and Batchewaning Bays, several exploring parties were out from the American side, and are said to have made rich discoveries. Only for the American war, I believe one or more companies would have been organized to work in this section.

In connection with mining, an American schooner of large burden, from Ontonagon, made two trips to the small islands belonging to the Government, near Thunder Cape limestone quarries, for limestone, which is in great demand on the South shore, both for the iron furnaces, the smelting works lately erected, and for building purposes. As limestone is very scarce on Lake Superior, and likely to be valuable, it would be advisable to stop any such future plundering of the Government Reserves. I wrote on this subject in September last.

During the fore part of the season, all but the strong and principal Mining Companies on the South shore discharged their hands, owing to the difficulty of obtaining money and the fall of copper to 15 cents per lb. Large bodies of the Cornish Miners left for England, and many of them, it is said, enlisted in the Northern Army. Copper rose again in the Fall to 24 cents, at one period, and the mines were nearly all working in November last. The iron interest suffered more severely than the copper; the decrease in traffic of passengers and schooners for the iron ore, through the Sault Canal, was great. A large Copper Smelting establishment was commenced on the South shore at Ontonagon, and another is to be put up at Portage Lake.

LAKE HURON.

Since my last Report, Mr. Rankin, at the "Emerald Mine," sank some thirty feet deeper, the lode improving at each successive depth. Mr. Rankin was on the point of forming a New York Company to work this mine; the American troubles, however, destroyed all his hopes and calculations.

The Wellington Mine worked a little stronger than in 1860; about twenty-five more Miners being employed—the wages somewhat lower—the lodes continued just as good, and if anything more promising on the Copper Bay location. I believe their total operations for 1861 will amount to about two hundred thousand dollars.

A very serious riot occurred at this Mine in the Summer, caused by a very trivial ground of grievance. Captain Plummer, the underground Manager, made a new rule with regard to the leaving off work on the Saturday afternoon, and tried to enforce a penalty for the breach of it. The usual hour had been twelve at noon; he insisted on the Miners working till two P. M.; they all struck work in a body, and prevented those from working who were willing to comply with the rule, (I allude to the underground men); they were idle about one week; and on a very dark, stormy night, they assembled in crowds, broke open the Office, destroyed all the books, tore the leaves in pieces, and threw them into the Dam; broke the doors, sashes and desks, and then went in a body to the wharf, where they threw over, into eight and ten feet of water, from eighty to one hundred barrels of ore ready for shipment; these barrels average three to one ton, valued at £21 per ton. The new regulation was repealed; about thirty of the worst class were discharged, and the body of the Miners felt ashamed of themselves, and offered to assist the Company in raising the barrels. With the utmost endeavors (and a handsome reward offered) on the part of the Managers and the Magistrates, not a single charge could be proved.

It appears that these Cornish Miners have regular meetings and organizations, and in cases of this kind, take a vote, are sworn to secrecy, act as one man, and terrify all others working about the mines.

This outrage took place early in the night, in the midst of a thickly settled village of six to seven hundred persons, and not one could be found to give evidence. When I left in November last, the Company were commencing to raise all the barrels unburst.

The Bruce Mine is still in the same miserable state; about thirty miners were working on tribute, and no steps were taken to improve the Mine or the Village. The whole business of the Company appear to be selling goods, meat and wood, and preventing all others from doing so except under their immediate control,—their product for 1861 would be less than for 1860.

This Mine has been seriously deteriorated by the tribute system of working; under this system, without efficient control, the Miner takes out just as little as he possibly can, except of the best paying ore, merely securing a passage in places for his body, and sufficient room to take out the ore. The result would be (should the Company ever resuscitate) that they will have first to excavate immense quantities of waste rocks to make their drifts wide enough to work their train roads; and this will cost much more than if taken in the regular working of the mine. Moreover, miners followed the lodes most pleasing to the eye, without keeping to the main lode, and as they were at one time paid so much per fathom for all excavated, it did not matter to them whether they worked systematically or not. Some tribute workers in 1860, (winter) when at a certain depth, knew they ought to strike the drift of the main lode, instead of which they found the main lode had been passed some six or eight feet, and the drift carried past in an inferior lode.

The new manager appears to have followed strictly in the footsteps of his predecessors, and under orders from Montreal, *to do nothing*. It is a pity to see this mine, part of it so successfully worked by the Wellington Mining Company, (after paying the Bruce one twentieth of the Royalty) abandoned by the Montreal Mining Company.

An attempt was again made, last season, by the owners and managers of the steamer "Ploughboy," to contract for the carrying of the Wellington ore, via Collingwood to New York, but failed. The steamers "General Taylor" and "Illinois," on their return from Lake Superior, (light,) call at the Wellington for their ore, which they deliver at Buffalo, and thence via the New York and Erie Canal to New York and Swansea.

A large quantity of barrels and dressed stave timber have been sent from the Collingwood stave and barrel factory to the Wellington Mine. This is a new trade; they formerly obtained all their barrels from Buffalo.

Messrs. Patterson, Gamon, McDonnell and Hamilton spent some weeks last season exploring Victoria Cape and the neighborhood of White Fish River, with the hope of finding out the mine, said to have been worked by old Capt. McGregor, and from which he obtained beautiful specimens of copper ore. They were unsuccessful in finding the right spot.

I have the honor to be, Sir,

Your most obedient servant,

WM. GIBBARD.

No. 33.

REPORT OF THE SUPERVISOR OF CULLERS ON THE LUMBER TRADE.

SUPERVISOR OF CULLERS' OFFICE,

Quebec, September 10, 1861.

SIR,—I have the honor herewith to transmit my Report on the Lumber Trade, as far as I was enabled to ascertain on my visit to Europe, under your instructions, during the past winter. I have prepared and annexed to this Report the undermentioned Statistical Tables, which, I trust, will be found useful as a reference on the several subjects to which they relate:—

"List of Freights, on the 31st May, 1861."

"General Statement of Wood Goods imported into the United
"Kingdom."

"Prices of Lumber Free on Board at the different Ports on
"the Baltic."

"Comparative Statement of the increase in the price of Baltic
"Timber at the Port of Shipment in proportion to the
"reduction of the duties in Great Britain."

"Importation of Lumber into France."

"Importation of Timber into Antwerp."
 "Statement of Port Charges, &c."

I have the honor to be, Sir,

Your obedient servant,

WILLIAM QUINN,

Supervisor of Cullers.

To the Honorable P. M. Vankoughnet,
 Commissioner of Crown Lands, &c., &c., &c., Quebec.

SUPERVISOR OF CULLERS' OFFICE,
 Quebec, July, 1861.

To the Honorable P. M. Vankoughnet,
 Commissioner of Crown Lands, &c., &c.

SIR.—In conformity with your letter of the 28th February last, directing me to proceed to Europe, for certain purposes as therein set forth, I immediately proceeded to England, and visited the principal ports in Great Britain and Ireland, and also the principal maritime cities in France, Belgium, Holland, and the German Confederation, where the import of lumber is carried on, as directed by said letter; and now beg leave to Report:—

That I arrived in Liverpool on the 14th March, 1861. Upon opening the cases I took with me at the examining warehouse, when we came to that containing the model for illustrating the difference in measurement, I told the officers its use; they expressed a wish that I would explain it to them, which I did to their satisfaction, proving conclusively and convincingly that both the modes practised in Liverpool are erroneous, at least as far as the cubic contents are concerned, that is to say, the extreme caliper measure as followed by the customs, and the quarter girth as practised by the merchants. Extreme caliper may be reasonable enough for the purpose of establishing the freight, as a piece of timber having two, three or more inches of wane on each corner, will occupy as much space in a ship's hold as if proud-edged, while it must be admitted that it does not contain the same quantity.

Liverpool being the great emporium for Canadian timber, and the fallacious mode of string measure being that in use, I prolonged my stay at that port to the 1st April. During that time I had frequent opportunities of convincing all parties desirous of having explanations as to the erroneousness of string measurement, as applied to wany or octagonally shaped timber. Having placed myself in communication with the Chamber of Commerce, I presented the box of specimens of Canadian woods as instructed.

There being no Botanical Society in Liverpool, I availed myself of the advice of some of the leading citizens, and presented the other box intended for this port to the Free and Public Museum, with which are being incorporated the Derby Museum, the Architects' Association, and the Royal Institution. A meeting of the latter-named body took place on the 18th April, to which I was invited. I attended, and replied to some questions of a general nature touching Canada. But few, if any, of the members of the Royal Institution, or of the Council of the Chamber of Commerce, are connected with the lumber trade. So far as these public bodies were concerned, no opportunity was afforded me of receiving or imparting information worthy of note. I was present at several meetings of merchants, brokers, and timber measurers, both at the South End and at the Canada Docks, also in private offices, and, on every occasion, I clearly proved, to the satisfaction of all present, that string measure, as applied to wany timber, is not only manifestly erroneous in principle but not even uniform in error—its incorrectness varying with every variation in the extent of the wane. I explained that the quarter girth, taken as the side of the square, will not give the true contents of any figure other than a perfect square, and that any figure deviating from the square, the difference between the actual contents and that found by the quarter girth will be in proportion to such deviation. If approaching towards the circular form, the quarter girth will give less than the actual contents, and if of an oblong shape, the square of the quarter girth will give more than the actual contents, and, consequently, the quarter girth is so vague and uncertain, that no calculation can be based on it.

without a previous knowledge of the shape of the figure the quarter girth of which is given. I illustrated this practically by referring to the measurement of lathwood. In Canada, lathwood is sold by the cord, of 8 feet long by four feet high. In Liverpool, it is sold by the fathom of 6 feet long by 6 feet high. The same length of string, 24 feet, will girth either the Canadian cord or the Liverpool fathom, and yet it is manifest that it requires nine cords to make eight fathoms. How then, I asked, is a person to know whether it is a cord or a fathom he is to receive, if he be merely told the quarter girth is 6 feet?

Here, and afterwards in many other places, I exhibited the illustrative model, designed by me for explaining the difference in the measurement, and have much satisfaction in reporting that all, without exception, to whom I explained it, admitted the correctness of its proof, and admired the simplicity of its construction.

In the British ports, where the string measure is in use, some of the leading members of the trade have had similar ones constructed, by which to explain the errors of their present system to their customers, among whom I may mention Edward Chaloner, Esq., Liverpool, Allan Gilmour, Esq., of Glasgow, and Messrs. Wadc, of Hull. When proving the absurdity of string measure, I expressed my surprise that the trade in England should ever have adopted a mode so imperfect for taking the dimensions. I remarked that it could hardly be expected that the people of Canada would follow a system they knew to be so erroneous, while they have this simple method of their own by which to arrive at the true contents of the timber. It can scarcely be supposed that gentlemen so reasonable as the merchants of Liverpool are known to be, will long continue to practice a mode so vague and unsatisfactory, now that they are aware of the means of ascertaining the true contents.

A most extraordinary rule which obtains in Ireland, as well as in England, was brought under my notice respecting the measurement of mahogany, which is as follows:—In Dublin, every five feet Queen's caliper measure counts only for three to the purchaser. In Bristol, every five feet such measure (Queen's caliper) counts four to purchaser; while in Liverpool three feet Queen's caliper counts two feet to the purchaser, and different allowances obtain in other ports—Dublin and Bristol being the two extremes. This practice was cited to me when in Liverpool as an argument in favor of string measure, which may be regarded as one absurdity quoted to justify another. It appeared to me strange why all these different rules, modes, and customs should prevail in the different ports for timber only, while the generality of all other commodities are governed by one uniform system of weights or measures all over the kingdom.

In the course of my communications with Mr. Chaloner, of Liverpool, an extensive timber merchant and broker, I mentioned to him that I was instructed by the Honorable the Commissioner of Crown Lands to procure specimens of all the foreign timber imported into the United Kingdom, and asked him where and how I should be most likely to obtain them. Mr. C. introduced me to Mr. Bride, an extensive dealer in fancy woods. This gentleman consented to get together as many specimens as he possibly could, but at the same time he did not appear to be anxious to undertake this business. At the expiration of nearly three months, Mr. Bride's foreman, with the assistance of one of his clerks, managed to procure, after much trouble and considerable expense, about seventy different kinds,—for all which Mr. Bride declined compensation. Even the parties thus occupied would not except any remuneration for their trouble or time. These specimens are now in my office in Quebec. While speaking of these samples, I think it right also to remark that Mr. Strang (of the firm of Messrs. Gilmour, Rankin, Strang & Co.), of London, is getting up a complete set for me, which he purposes sending out in the fall by one of their ships. Mr. Strang informed me before I left that he had already procured thirty-four.

Glasgow being the next most important place where string measure is used, I proceeded there on the 1st April. Called on Allan Gilmour, Esq., who notified the principal men in the trade on the Clyde to meet at his office for the purpose of affording me an opportunity of explaining the different modes of measuring wany timber. I found no difficulty in convincing those gentlemen of the fallacy of string measure, and the correctness of the manner in which we take the dimensions in Canada. They were very reasonable, and seemed inclined, from my explanations, to introduce the system adopted by the Canadian Government. Mr. Gilmour, previously knowing the string to be erroneous, had been doing everything in his power to establish caliper measure. I have reason to believe

he would have succeeded had he been supported by the Quebec merchants. Having presented the box of specimens to the Chamber of Commerce, several gentlemen in the lumber trade expressed a desire to have sets for their own private use, and requested me to send twelve, addressed to Messrs. Edmiston & Mitchell, Glasgow, who would remit the amount of cost and charges of the same. The sets are now being prepared.

I visited Port Glasgow and Greenock. Was told the stocks of lumber were unusually small, and that if the ordinary consumption were going on, there would scarcely be sufficient to last until the new lumber would arrive. A sale of timber took place at Port Glasgow on the 2nd April. St. Johns White Pine, very fair quality, 24 inch average, sold for 2s. 6d. per foot; some Quebec, same size, very good, was offered, one lot of which was sold for 2s. 4½d.; the rest was withdrawn, and would not be sold under the price obtained for St. Johns timber. There was scarcely any foreign timber in the Clyde then, and not much imported at any time. The average freight from the Baltic ports to the Clyde is 16s. to 18s. per load.

The next port I have to report upon is Aberdeen. I called upon Messrs. Donaldson & Rose, who are pretty largely engaged in the trade there, from whom I received the following information:—They stated that, owing to the recent repeal of the duty on foreign timber, inferior stuff from the Baltic will come into more general use than heretofore. That timber from Norway and Sweden (if the rubbish I saw can really be called timber) can be laid down in Aberdeen at 1s. per foot, and that the effects are already manifestly perceptible and likely to increase. Should the import of Canadian timber to this part of the kingdom not soon considerably diminish, it will be owing to a great reduction in the price at which it can be laid down here at present, as the freight from the Baltic ports to Aberdeen is less than one-half that from the Canadian ports. There is no Centre here, where parties engaged in this trade frequent, and, by the advice of Messrs. Donaldson & Rose, I left the box of specimens addressed to this place at the Mechanics' Institute.

I arrived in Edinburgh, 7th April, and presented a box of specimens to Professor Balfour (of that city), Secretary to the Botanical Society, by whom they were greatly admired, and he considered that Society highly complimented by the presentation. He intimated that there would be a meeting of the Society on the following Thursday, after which he would write officially acknowledging the receipt of the same.

I next visited Leith, and had an interview with William Muir, Esq., timber merchant, with whom I made an appointment for the following day, in order that he might have some other members of the trade present. I attended at the time specified, and met Mr. Muir, Mr. Thompson, and others engaged in the lumber business. String being the mode by which Canadian timber is measured in Leith, I deemed it necessary that I should also satisfy these gentlemen of the fallacy of that system as applied to waxy timber. I did so, and was well assisted by Mr. Muir and Mr. Smith, both of whom understand the calculations well. I am inclined to believe, that after the explanations given by me so far on this tour, there would not be any great difficulty in establishing our method of taking the dimensions if the Quebec merchants would only hold out; but most of them have been selling by string measure, and, of course, so long as they continue to do so, the purchaser will not adopt any other mode, which does not leave so large an overplus to the consumer. I would hope, however, that our merchants will not have so much to contend with next winter as they have had during the past. At all events, the purchasers will not be able to hold out the same argument that the string is correct, as they have been fully convinced to the contrary, and that the method adopted by us is correct.

I deem it worthy of remark that while at Leith I counted ten foreign vessels in that port discharging battens, the produce of Norway. These battens are chiefly eighteen feet and upwards in length, and six and a-half inches in breadth, by two and a-half inches thick. I observed that they are all sawn from small stuff, as the pith is to be seen in almost every one of them, either in the centre or near the side. I am under the impression that the cutting of such young trees as these battens are made from must be very destructive to the forests of Norway; and when it is taken into consideration the immense quantities of these battens that are poured into the United Kingdom, France and Belgium, I am led to believe that the forests of Norway cannot long hold out to furnish the same supply. The prices at which these battens are sold in Leith are as follows:—

| | | |
|--------------|-------------------|------------------|
| 1st quality, | $1\frac{9}{16}d.$ | per lineal foot. |
| 2nd | $1\frac{7}{8}d.$ | “ “ |
| 3rd | $1\frac{5}{8}d.$ | “ “ |

Presented the box of specimens addressed to this place to the Chamber of Commerce. The average prices of the following goods in Leith, in April, 1861, were as under:—

Fir Timber:

| | | | | | | |
|---------------------|---------------------|------------------------------|-------------------------|------------|------------------------------|------------------------------|
| Riga Redwood, | ..... | 19 <i>d.</i> to 20 <i>d.</i> | 3 foot; | Freight, | 17 <i>s.</i> to 18 <i>s.</i> | 3 load. |
| Crown Redwood, | Dantzic..... | 18 <i>d.</i> to 19 <i>d.</i> | “ | “ | 14 <i>s.</i> to 15 <i>s.</i> | “ |
| “ | “ Memel..... | 20 <i>d.</i> to 21 <i>d.</i> | “ | “ | 14 <i>s.</i> to 15 <i>s.</i> | “ |
| Common | “ | ..... | 15 <i>d.</i> | “ | “ | 14 <i>s.</i> to 15 <i>s.</i> |
| Swedish Fir..... | | 12 <i>d.</i> to 14 <i>d.</i> | “ | “ | 17 <i>s.</i> to 18 <i>s.</i> | “ |
| Oak, Wainscot Logs, | Riga,..... | 6 <i>s.</i> | “ | | | |
| “ | “ Memel,..... | 5 <i>s.</i> 6 <i>d.</i> | “ | “ | 18 <i>s.</i> to 20 <i>s.</i> | “ |
| “ 2nd quality | “ | ..... | 3 <i>s.</i> 6 <i>d.</i> | “ | “ | 18 <i>s.</i> to 20 <i>s.</i> |
| “ Staves, Crown, | Memel, £160 to £170 | per M., | 1200 ps. | 6 x 6 x 3. | | |

From the best information I could obtain, it appears that the recent repeal of the duties on foreign timber will have no effect on Canadian wood as far as Leith is concerned.

I visited Newcastle-on-Tyne and South Shields, and found that a large proportion of the lumber consumed in this neighborhood is brought from the Baltic. Looked over several establishments in Newcastle, examined their stocks, and find it to be so. All timber is measured here by extreme caliper. The value of Baltic wood goods here, and likewise their freight, vary but little from the prices quoted for Leith. Delivered the set of specimens addressed to Newcastle to the Secretary of the Chamber of Commerce.

Hull, 12th April.—At this port my communications were with William Burstall, Esq., Messrs. Charles Heavens & Brothers, Messrs. R. Wade, Sons & Co., and Messrs. Harrison. These gentlemen took pains to afford me all the information in their power connected with the trade there. With respect to the stock of timber on hand at that time, a large proportion was Baltic timber—I should say not less than about 80 per cent. of the whole. The Memel timber is beautifully made, all smoothly hewn, and four straight lines, and of equal size from end to end. The Baltic red wood is a hard, harsh, knotty red pine, strong, and likely to be good for bearing weight.

It appears to me, by the information received here, that the repealing of the duties on foreign timber recently has not had the effect of reducing the prices to the consumer, for, just so soon as the change in the duties took place, the prices went up in the ports of shipment in the same proportion, and that the consumer in England does not get the timber any cheaper on that account.

The great bulk of all the Baltic timber is brought in foreign vessels, and the consequence is, that all the benefits arising out of the repeal of the duties—at least so far—have been to the advantage of the foreign exporter, and foreign shipowner.

I appointed a meeting with some of the gentlemen above named, and open to any others desirous of attending, for the purpose of explaining the different modes of taking the dimensions of wany timber; and although the mode practised here is the extreme caliper measure, the explanation was necessary, as certain parties in Liverpool who have interests here have tried to introduce string measure into Hull also. There were a number of people present in Mr. Wade's office while I was explaining the fallacy of string measure. Mr. Wade seemed to take great interest in the matter, and he and all the other parties expressed themselves satisfied, instructed and glad of having had an opportunity of seeing it so plainly demonstrated. Mr. Wade and others of the gentlemen present took the dimensions and drawings of all the parts of the diagram, in order to have similar figures constructed. At the request of Mr. Burstall, I went to another office and explained to them with equal success, in so far as explanation was necessary. And although those parties agreed with me as to the absurdity of string measure, nevertheless, they said they would not buy any wany timber by any other than string measure. The reason given was, that the consumers, or converters (as they call them) in the country lying between Hull and

Liverpool, would buy much more timber in Hull than they now do were the string adopted in Hull the same as in Liverpool—thus it will be seen that the Liverpool absurdity (if nothing worse) effects other parts of the country besides its own neighborhood.

Here they complained sadly of the culling of certain deals last year, and I must acknowledge that, judging by what I saw, they did not complain without cause. I am happy to be able to state that these deals were not culled by any of the cullers attached to this office. Complaints were also made that our birch timber is cut too short, and that large quantities of it would be used for railway carriages if cut even to average 15 feet in length. And also that our deals should be made much longer if possible, as in many cases Baltic deals have to be used, owing to their superior lengths, where Quebec would be preferred if equal in that respect. Delivered the box of specimens addressed to this port to the Secretary of the Chamber of Commerce.

I reached London on the 15th April; called on W. S. Lindsay, Esq., M.P.; delivered a box of specimens and your letter. I also delivered your letter and a box of specimens to the Linnean Society. Waited on Messrs. Churchill & Sim; Messrs. Gilmour, Rankin, Strang & Co., and several others in the trade. There is no such body in London as the Chamber of Commerce; I therefore decided to leave the set of specimens intended for that body with Messrs. Churchill & Sim, to be kept in their office, believing that the object in view would be carried out by my so doing, as the said office is a great resort of those in the trade. Mr. Strang accompanied me to the docks to see the timber there. There was a large stock of lumber in London at that time, and I concluded that at least 90 per cent. of all the square fir timber was foreign. Our red pine is almost driven out of this market by the Memel red wood; and the Swedish timber, although very inferior, being obtainable at such low prices, say about 1s. per foot, supplies the place of our common white pine, so that very little of our white pine is required here, except a comparatively small quantity of our best board timber. There was an unusually large quantity of Quebec deals unsold, and business in them had been almost stagnant for the previous three months; but trade was then improving. The import of foreign lumber to London has increased over 25 per cent. within the last five years, while the increase of lumber from British North America has not exceeded 17 per cent. All timber is measured in London by extreme caliper measure.

I visited Portsmouth, and had an interview with Mr. Garret, who went with me round the docks and building slips. I find there is not much of our timber used in the dockyard. Large quantities of Sardinian oak are here used in shipbuilding, and what I have seen of it seems particularly well suited for that purpose, at least as far as shape is concerned, as it is almost all crooked. I was unable to ascertain the contract price of this timber.

Bristol.—At this port I called on Messrs. Mark Whitwell & Son, and Messrs. Barns & Sons, for whom I had letters of introduction. These gentlemen interested themselves to furnish me with all the statistical information in their power connected with the timber trade here, by which I find that during the last four years there has been a great increase in the import of foreign lumber into this place. The proportions stand as under:—

| | Colonial. | Foreign. |
|--------------------------|---------------|---------------|
| The import was, in 1857, | 62,186 loads; | 29,587 loads. |
| “ “ 1858, | 62,862 “ | 32,422 “ |
| “ “ 1859, | 77,982 “ | 28,705 “ |
| “ “ 1860, | 60,690 “ | 70,941 “ |

It will be seen that during the past year the increase in foreign timber has been 150 per cent., and the decrease in Colonial about 25 per cent. The freight from the Baltic ports to Bristol averages about 19s. per load; from Quebec 30s. I delivered the box of specimens addressed to Bristol to the Secretary of the Chamber of Commerce. I proceeded to Gloucester, thence to Cardiff, Caermarthen, and other places in Wales. I had interviews with Messrs. Price & Co., of Gloucester; Messrs. Watson & Co., Cardiff; and Mr. Lewis, of Caermarthen, and find that the proportion of Baltic timber imported into those places is very small—not more than 15 to 16 per cent. of the whole. The freights from the Baltic ports to Gloucester, Cardiff, and Caermarthen average at present (7th June) about 20s. per load, while the freights from Quebec have come down to 30s. This is dispro-

portioned, as the former is usually about one-half the latter, and is caused partly by the very large quantities of grain to be removed from the Baltic ports, and partly by the troubles in the United States, which have caused a number of American ships to be sent round to the St. Lawrence.

I observed, when travelling in England, that our timber, in the shape of sleepers, is now almost entirely driven out of the market by an inferior article from the north of Europe, which can be laid down in England, owing to the difference in freight, at prices we cannot compete with. I have examined them in many places, and find that from 30 to 40 per cent. of their cubic contents is nothing but sap. This timber is put through a process of creosoting which may preserve the sap, but I doubt it; and I have no hesitation in believing that within a few years it will be found that our tamarac would have been cheaper in the end.

As some of the older railways were then undergoing repair, I was anxious to have the opinion of some respectable practical engineer as to the durability of our tamarac sleepers—feeling satisfied in my own mind that they will bear comparison with timber of any other country for that use, and as such repairs were going on in the neighborhood of Cardiff, I requested Mr. Alexander, of the firm of Messrs. Watson & Co., to write to the engineer for that purpose. He did so, and I have great satisfaction in referring you to his letter on the subject, which I herewith annex:—

TAFF VALE RAILWAY,
General Superintendent's Office,
Cardiff, June 10, 1861.

HECKMATAC TIMBER.

DEAR SIR,—Some ten years back I used this timber extensively in bridges and general work. I then formed a very favorable opinion of the same. Since that time little, if any, has been imported here, and I have lost sight of it. This morning, I had some portions examined, and I find it tolerably sound, fully confirming the opinion I had formed of its strength and durability. I am fully persuaded Heckmatac would be used largely in railway works, of course governed by the price at which it could be sold.

Yours faithfully,

GEO. FISHER.

Wm. Alexander, Esq., Cardiff.

My tour of the principal ports of Great Britain being now completed, I proceeded to Ireland. Arrived in Dublin on the 13th June, and presented letters of introduction to James Martin, Esq., who is extensively engaged in the lumber business in that city. He satisfied me, from statistics in his possession, that about two-thirds to three-fourths of all the lumber imported into Dublin is from the north of Europe, but that the quantity from those countries is not increasing. I deemed an explanation of the measurement necessary here, string being the mode in use. I gave it with the usual result. I presented a box of specimens to the Chamber of Commerce, and one to the Royal Dublin Institution. The freights from the Baltic ports to Dublin average 22s. per load.

I visited Cork, and called on Mr. Carroll, Mr. Deaves, and Mr. Daly, and find that about 40 to 50 cargoes is the annual import of lumber into that port, and that not more than 10 to 15 per cent. of the whole is brought from the Baltic at present; but it is thought that there will be an increase of Swedish timber should the price at which it can now be laid down, say 55s. per load, not increase. The freight from the Baltic ports to Cork generally averages about two-thirds of the freight from Quebec. Presented a box of specimens to the Commercial Reading Room. I also visited Limerick and Waterford. Mr. McDonnell, of Limerick, is of opinion that Baltic lumber will come into more general use, especially the Swedish timber; and although of very inferior quality, the low price at which it can be sold will cause it to be used, to the detriment of common Canadian timber. Mr. McDonnell is just now receiving a cargo from Memel, the freight upon which is 23s. per load. Extreme caliper measure is the custom practised here. I have nothing particular to note respecting Waterford, excepting that the freight from the Baltic ports is 2s. per load lower than to Limerick, and that I delivered a box of specimens to the Secretary of the Chamber of Commerce.

Returned to Dublin and passed on to Newry, Belfast, Coleraine, and Londonderry and find that the freights from the Baltic ports to the ports in the north of Ireland average about 21s. per load. The import of timber from Sweden to these places is likely to increase. I presented a set of specimens to the Chamber of Commerce, Belfast, also one to the Secretary of the Museum there—both of which were thankfully received and very much prized. As the distances between many of the places in the United Kingdom herein mentioned, are so inconsiderable, the freights from the Baltic ports vary but little. I have thought it advisable to compile a table shewing the rate of freights from and to a number of ports on a given day, which I hereto annex:—

THE RATES OF FREIGHT TO AND FROM THE UNDERMENTIONED PORTS, ON THE 31st DAY OF MAY, 1861, WERE AS FOLLOWS:

| | | |
|---|----------------------|----------------------|
| Quebec to London, Hull or Grimsby, Timber..... | | 33s. 0d. pr load. |
| “ “ “ “ Deals..... | | £4 10s. 0d. per std. |
| “ A Safe Port on East Coast (small ships).. | | 35s. 0d. pr load. |
| “ A Dockyard in United Kingdom, Timber..... | | 32s. 0d. “ |
| “ Sunderland or Tyne, Timber..... | 32s. 0d. to | 32s. 6d. “ |
| “ Stockton..... | | 34s. 0d. “ |
| “ Lynn, Bright Deals..... | | 55s. 0d. per std. |
| “ Southampton..... | | 32s. 6d. pr load. |
| “ Exmouth Bight..... | | 33s. 0d. “ |
| “ Pembroke Dock..... | | 32s. 6d. “ |
| “ Llanelly..... | | 32s. 0d. “ |
| “ Caermarthen..... | 34s. 0d. to | 35s. 0d. “ |
| “ Neath..... | | 34s. 0d. “ |
| “ Bristol, or Sharpness Point..... | | 32s. 0d. “ |
| “ Combwich Pill..... | | 34s. 0d. “ |
| “ Dublin..... | | 32s. 0d. “ |
| “ Belfast..... | | 32s. 0d. “ |
| “ Galway..... | | 33s. 0d. “ |
| “ Tralee..... | | 34s. 0d. “ |
| “ Wicklow..... | | 35s. 6d. “ |
| “ Larne (vessels 350 tons register)..... | | 33s. 0d. “ |
| “ Marseilles..... | 38s. 0d. to | 39s. 0d. “ |
| “ St. Nazaire or Honfleur..... | | 36s. 0d. “ |
| “ Antwerp (all oak)..... | | 45s. 0d. “ |
| “ Bordeaux or Paimbœuf, Timber & Deals..... | £5 to £5 | 10s. 0d. per std. |
| Saguenay or Mills in the St. Lawrence to London, do.. | 85s. 0d. to | 87s. 6d. “ |
| Rimouski to Havre..... | | 97s. 6d. “ |
| Pugwash to London, Deals..... | | 85s. 0d. “ |
| Restigouche to Gloucester..... | | 92s. 6d. “ |
| Richibucto to London, Hull or Grimsby..... | 85s. 0d. to | 87s. 6d. “ |
| “ to Bristol Channel..... | | 90s. 0d. “ |
| Shediac to London, Hull or Grimsby..... | 85s. 0d. to | 87s. 6d. “ |
| “ to Honfleur..... | 95s. 0d. to | 97s. 6d. “ |
| Miramichi to London, Hull or Grimsby..... | | 85s. 0d. “ |
| “ to Appledore Pool (small ships)..... | | 90s. 0d. “ |
| St. Johns to Bristol Channel, Deals..... | | 80s. 0d. “ |
| Sundshall to East Coast..... | 55s. and 5 per cent. | “ |
| “ to Storeham..... | 60s. “ | “ |
| “ to English Channel..... | 60s. “ | “ |
| “ to Liverpool..... | 62s. 6d. “ | “ |
| “ to Cardiff or Newport..... | 62s. 6d. to 65s. “ | “ |
| “ to British Channel, Deals..... | 67s. 6d. “ | “ |
| “ to Cork..... | 70s. 0d. to 75s. 0d. | “ |
| Husum to Coal Ports on East Coast..... | 50s. and 5 per cent. | “ |

| | |
|--|---|
| Swartwick or Saudarne to London or East Coast... } Or Coal Ports... } | 55s. and 5 per cent. per std. 50s. " " " |
| " to British Channel..... | 65s. " " " |
| Hudickswall to London or East Coast..... | 55s. " " " |
| Souderham, Sandarne, Ljusne, or Nyhaum to London or East Coast..... | 55s. " " " |
| " to Sunderland or Blyth, Timber and Deals. | 50s. 0d. " |
| " to Grimsby..... } Or to Leith or Dundee... } | 52s. 6d. and 5 per cent. " 55s. per std., in full. |
| " to Jersey..... | 65s. and 5 per cent. per std. |
| Gefle to London or East Coast..... | 55s. and 5 per cent. " |
| " a Coal Port on East Coast..... | 50s. and perhaps 5 " " |
| " Leith, Dundee or Grangemouth..... | 52s. 6d to 55s. 0d. " |
| " Aberdeen or Dunbar..... | 55s. per std., July shipment. |
| " English Channel..... | 60s. and 5 per cent. per std. |
| Weaborg to London, Hull or Grimsby..... | 60s to 62s 6d and 5 per cent. " |
| " Granville..... | 100 fcs. " " " |
| " Libourne, 70 to 80 std., Deals..... | 100 fcs. " " " |
| Gamla Carlely to London or East Coast..... | 60s. " " " |
| Cristinestad to London, Hull or Grimsby..... | 60s. per std., in full. |
| Frederickshaum to London or East Coast..... | 45s. 0d. per std. |
| Wyburg to London, Hull or Grimsby, Deals..... | 45s. 0d. " |
| " East Coast (small ships)..... | 47s. 6d. " |
| " British Channel..... } Or to Truro..... } | 57s. 6d. to 60s. 0d. " 57s. 6d. " |
| Wyburg to Marscilles..... | 120 fcs. " |
| St. Johns to Plymouth..... | 80s. 0d. " |
| " " London or Grimsby, Deals..... | 82s. 6d. " |
| St. Mary's to Havre..... | 95s. 0d. " |
| Musquash to London, Deals..... | 82s. 6d. " |
| Black Sea, Mediterranean, Spain and Portugal, Segna or to United Kingdom, Staves..... | 7s. 6d. and 10 per cent. per 100 pes. |
| Venice to a Dockyard in England (Oak), Timber.... | 35s. 0d. pr load. |
| Ancona " " " | 35s. 0d. " |
| Naples " " " | 28s. 0d. " |
| Leghorn " " " | 28s. 0d. " |

WHITE SEA.

| | |
|---|---------------------------------|
| Archangel to London or East Coast, Deals,..... } Option desired of West Coast, at..... } | 80s. 0d. per std. 90s. 0d. " |
| " British Channel or West Coast, Deals,..... | 90s. 0d. " |
| Onega to London or East Coast, Deals,..... } Option of West Coast..... } | 75s. 0d. " 85s. 0d. " |
| " British Channel (vessel about 100 to 120 std), | 85s 0d.. to 90s. 0d. " |

GULF OF BOTHNIA AND BALTIC.

| | |
|--|---|
| Neder Calix, Ranea or Pitca to Antwerp,..... | 85 fcs. to 87 fcs. & 5 per cent. " |
| " to Fecamp..... | 100 fcs. " " " |
| Lulea to Gosport..... } Or to Arundel..... } | 67s. 6d. " " " 70s. 0d. " " " |
| Ranea to Lowestoft or Yarmouth,..... | 65s. per std., vessel about 100 std. |
| " Plymouth..... | 67s. 6d. to 70s. and 5 per cent. per std. |
| Haparandå to Coal Port on East Coast,..... } Or to East Coast,..... } | 60s. 0d. " " " 65s. 0d. " " " |
| " Or English Channel..... | 70s. 0d. " " " |
| Sikea (near Umeå) to London or East Coast,..... | 60s. 0d. " " " |
| Option of British Channel..... } | 67s. 6d. " " " |

| | |
|---|-----------------------------------|
| Unea to East Coast,..... | 60s. 0d. and 5 per cent per, std. |
| Or to a Coal Port direct,..... | 52s. 6d. " " " |
| Kramfords (near Nyland) to East Coast, England,... | 55s. 0d. " " " |
| Hernosand to London or East Coast,..... | 55s. 0d. " " " |
| Sundswall to London, Timber and Deals,..... | 55s. 0d. " " " |
| " to a safe Coal Port on East Coast (small vessel),..... | 50s. 0d. " " " |
| (ronstadt to London, Deals,..... | 40s. 0d. " " |
| " Exmouth Bight, Deals,..... | 47s. 6d. " " |
| Or to Shoreham,..... | 47s. 6d. " " |
| Narva Bay to London, Deals and Timber,..... | 57s. 6d. " " |
| " " East Coast, Deals,..... | 55s. 0d. " " |
| " " Grimsby,..... | 52s. 6d. " " |
| Or Square Sleepers,..... | 17s. 6d. pr load. |
| Or Round "..... | 19s. 6d. " " |
| " " West Hartlepool, Square Sleepers,... | 15s. 6d. " " |
| Deals,..... | 47s. 6d. per std. |
| Option desired of Grimsby, at.) | 17s. 6d. pr load. |
| Riga Town (Bolderaa) to London, Sqr. Sleep. or Fir Timber,..... | 21s. 0d. " " |
| " to West Hartlepool or Tyne Dock,..... | 17s. 0d. " " |
| Or Square Sleepers,..... | 20s. 0d. " " |
| " (Bolderaa) to a Dockyard in Thames,) | |
| Timber,..... | 21s. 0d. " " |
| And Masts,..... | 24s. 0d. " " |
| " to Portsmouth, Timber,..... | 23s. 0d. " " |
| Masts,..... | 26s. 0d. " " |
| Lieban to London, Timber, Deals or Square Sleepers, | 19s. 0d. " " |
| Windan to London, Hull or Grimsby, Timbers or Square Sleepers,..... | 17s. 0d. " " |
| Memel to " Staves,..... | £17 0s. 0d. per mille. |
| Or to Grimsby,..... | £15 0s. 0d. " " |
| Or to Liverpool,..... | £18 0s. 0d. " " |
| " " or East Coast, Timber and Square Sleepers,..... | 17s. 0d. pr load. |
| " Chester, Timber,..... | 20s. 0d. " " |
| Or to Dublin, Square Sleepers,..... | 20s. 0d. " " |
| Round Sleepers,..... | 22s. 0d. " " |
| " Torquay, Timber and Deals,..... | 18s. 6d. " " |
| " English Channel, between Dover and Southampton,..... | 18s. 6d. " " |
| " British Channel, Timber or Square Sleepers,..... | 19s. 0d. to 19s. 6d. " " |
| " Wexford, 200 loads Timber,..... | 23s. 0d. to 24s. 0d. " " |
| " Table Bay, or Algoa Bay, Deals,..... | £7 15s. 0d. " " |
| Or Dantzie to Newport or Cardiff, Square Sleepers, or Timber,..... | 23s. 0d. to 19s. 0d. " " |
| Or Round Sleepers, at..... | 20s. 0d. " " |
| Pillau to Combwich Pill, Square Sleepers,..... | 21s. 0d. " " |
| Or to Drogheda,..... | 22s. 0d. " " |
| Dantzie to London or East Coast, Timber or Square Sleepers,..... | 16s. 6d. " " |
| " Sunderland or a Coal Port, Oak Timber,) | |
| Or to Hull,..... | 18s. 0d. " " |
| Or to Hull,..... | 20s. 0d. " " |
| " Shoreham,..... | 18s. 0d. " " |
| Or to Milford, Timber,..... | 19s. 0d. " " |
| Or to Bristol,..... | 19s. 0d. " " |
| " Or to Truro, Timber,..... | 19s. 0d. " " |

| | |
|--|-------------------------------|
| Gothenburg to London or East Coast, Deals,..... | 32s. 6d. to 35s. 0d. per std. |
| " Storeham, 70 Fathoms Firewood,..... | 45s. 0d. per fath. |
| Dramman or Frederickstadt to London, Deals,..... | 26s. 0d. per dram std. |

I have also compiled a table, which I annex, shewing the prices of lumber in the principal ports of the Baltic at a given time, and a table of all lumber imported into the United Kingdom for the last four years, shewing the quantities imported each year, distinguishing the lumber imported from British North America from that imported from all other countries, and also shewing the quantities carried in British and foreign ships respectively, for the years 1857, 1858, and 1859. The Annual Report of the Trade and Navigation of the United Kingdom, from which the import of lumber has been compiled, does not distinguish the quantities carried in British and foreign ships, respectively, for 1860 :—

**PRICES OF SWEDISH TIMBER AND DEALS ON THE 20TH MARCH, 1861,
FREE ON BOARD.**

| GOTHENBURG. | | Mixed. | Thirds. |
|---|--|---------|---------|
| | | £ s. d. | £ s. d. |
| <i>Planks, Deals, Battens and Boards.</i> | | | |
| Redwood, 3 x 11, 3 x 9, 4 x 9, & 2 x 9, per St. Ptg. std., | | 8 15 0 | 7 10 0 |
| " 3 x 8, 3 x 7, 2½ x 7 and 2½ x 9, " " | | 7 15 0 | 6 10 0 |
| " 2½ x 6, and undersizes, " " | | 7 5 0 | 6 0 0 |
| " 1½ x 9 & 8, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7, per St. Ptg. std.,..... | | 6 5 0 | 5 0 0 |

NORRKOPING, GEFLE, SODERHAUM, LJUSNE, AND PORTS OF SIMILAR PRODUCTION.

| | | | |
|--|--|--------|--------|
| <i>Planks, Deals, Battens and Boards.</i> | | | |
| Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,..... | | 7 10 0 | 6 10 0 |
| " 3 x 8, 3 x 7, 2½ x 7 and 2½ x 9 " " | | 6 10 0 | 5 10 0 |
| " 2½ x 6, and undersizes, " " | | 6 0 0 | 5 0 0 |
| " 1½ x 9 & 8, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7 per St. Ptg. std.,..... | | 5 5 0 | 4 0 0 |

SUNDSVALL, HERNOSAND, NYLAND, AND PORTS OF SIMILAR PRODUCTION.

| | | | |
|--|--|--------|--------|
| <i>Planks, Deals, Battens and Boards.</i> | | | |
| Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,..... | | 7 0 0 | 6 0 0 |
| " 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9 " " | | 6 0 0 | 5 0 0 |
| " 2½ x 6, and undersizes, " " | | 5 10 0 | 4 10 0 |
| " 1½ x 9, 8 & 7, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7, per St. Ptg. std.,..... | | 5 0 0 | 4 0 0 |

SKELLEFTEA, LULEA, PITEA, AND PORTS OF SIMILAR PRODUCTION.

| | | | |
|---|--|--------|--------|
| <i>Planks, Deals, Battens and Boards.</i> | | | |
| Redwood, 3 x 11, 3 x 9, 4 x 9 & 2 x 9 per St. Ptg. std.,..... | | 6 10 0 | 5 10 0 |
| " 3 x 8, 3 x 7, 2½ x 7 & 2½ x 9 " " | | 5 10 0 | 4 10 0 |
| " 2½ x 6, and undersizes, " " | | 5 0 0 | 4 0 0 |
| " 1½ x 9, 8 & 7, 1½ x 9, 8 & 7, & 1 x 9, 8 & 7 per St. Ptg. std.,..... | | 4 0 0 | 3 10 0 |

SUNDSVALL, HUDIKSVALL, NYHAMN, NYLAND, ETC.

| | | |
|---|--|-----------------|
| <i>Timber.</i> | | £ s. d. |
| Best Redwood Sq. Timber, 9 to 14 in. and upwards, 30 to 31 ft. av., | | 1 8 0 per load. |
| Best Redwood " 9 to 13 " " 26 to 27 " " | | 1 6 0 " " |
| Red Deals or Battens, for stowage only,..... | | 6 10 0 per std. |

SKELLEFTEA, LULEA, PITEA, ETC.

| | | |
|---|--|-----------------|
| <i>Timber.</i> | | £ s. d. |
| Best Redwood Timber, 9 to 13 in. sq., aver. 20 to 22 ft. per pc., | | 1 1 0 per load. |
| Under 9 inches and Whitewood, 5s. per load less, | | |

THE FOLLOWING WERE THE PRICES OF LUMBER, FREE ON BOARD, AT MEMEL, IN MARCH, 1861:—

| | | |
|--|---|-------------------|
| <i>Crown Fir Timber</i> , 12 inches and upwards, | } 25 feet average, at..... | 70s. 0d. per load |
| “ “ “ “ “ “ “ “ | | 68s. 0d. “ |
| <i>First Midlg.</i> “ “ “ “ “ “ “ “ | } 26 “ “ “ “ | 64s. 0d. “ |
| “ “ “ “ “ “ “ “ | | 62s. 6d. “ |
| <i>Second</i> “ “ “ “ “ “ “ “ | } 27 “ “ “ “ | 54s. 0d. “ |
| “ “ “ “ “ “ “ “ | | 52s. 6d. “ |
| <i>Inferior</i> “ “ “ “ “ “ “ “ | } 25 “ “ “ “ | 45s. 0d. “ |
| <i>Oak Timber</i> .—Crown, 100s 0d., Second quality,..... | 90s 0d. per 50 run'g ft. | |
| <i>Wainscot Logs</i> .—Crown, 5s 6d., “ “ | 3s. 6d. per run'g foot. | |
| <i>Deals</i> , 3 x $\frac{10\frac{1}{2}}{11}$ and 3 x 9 inch, averaging 17 to 18 feet. | | |
| Red.—Crown, £12; Seconds, £7; Thirds,..... | £6 6s. 0d. } per 750 run'g. | |
| White.— “ “ “ 6 6s. “ | 5 5s. 0d. } ft., 3 x $\frac{10\frac{1}{2}}{11}$ in. | |
| <i>Staves</i> —Crown Pipe, £150, 1st Brack,..... | 125 0s. 0d. per 1200 pieces. | |

PRICES AT DANTZIC IN SPRING OF 1861.

| | | | |
|--|------------------|-------------|--|
| <i>Square Red Fir Timber.</i> | | | |
| Best Middling, 25 feet average length,..... | 55s. 0d. | } per load. | |
| Good “ “ “ “ | 47s. 0d. | | |
| Common “ “ “ “ | 42s. 0d. | | |
| The usual dimensions are 15 feet and upwards, averaging as above by $\frac{11}{11}$ to $\frac{18}{18}$ inches square. | | | |
| Shorter average lengths might be supplied at a reduction in price, whereas greater lengths are scarce and considerably dearer. | | | |
| <i>Small-sized Square Red Fir Timber.</i> | | | |
| $\frac{9}{9}$ to $\frac{10}{10}$ inches square, 28 feet average length. | | | |
| Best Middling..... | 45s. 0d. | | |
| Second “ | 36s. 0d. | | |
| <i>Whitewood Square Timber.</i> | | | |
| $\frac{11}{11}$ to $\frac{16}{16}$ inches square, 32 feet average length,..... | 28s. 0d. | | |
| <i>Sleeper Logs, Red Fir.</i> | | | |
| $\frac{5}{5}$ inches square, $8\frac{11}{12}$ feet long,..... | 25s. 0d. | | |
| $\frac{10}{10}$ “ “ “ $8\frac{11}{12}$ “ | 31s. 0d. | | |
| $\frac{15}{15}$ “ “ “ “ | | | |
| Round Logs, 10 inch diameter, $8\frac{11}{12}$ feet long, cost 2s 2d. per piece. | | | |
| Prices of other dimensions of sleeper logs and sleepers vary from..... | 30s. to 34s. 0d. | | |

Deck Deals, Deals and Deal Ends, Red Fir.

| | | |
|---|--------------|-------------------------|
| Deck Deals, Crown. 25 to 50 ft., av. 33 ft., 11 to 12 in. wide, 3 in. thick,..... | 20s. 0d. | } per 40 run. feet. |
| Crown, Brack, “ “ “ “ “ “ | 13s. 0d. | |
| Deals, “ 12 to 24 “ 18 “ “ “ | £13 10s. 0d. | } per 720 running feet. |
| Crown, Brack, “ “ “ “ “ “ | 7 10s. 0d. | |
| Deal Ends, Crown, 6 to 11 “ 8 “ “ “ | 10 0s. 0d. | |
| Crown, Brack, “ “ “ “ “ “ | 6 5s. 0d. | |

All other thicknesses, from 2 to 6 inches, are paid in proportion to cubical contents.

| | | |
|--|----------|-------------------------|
| Deals, Crown, $1\frac{1}{2}$ in. thick, 6 to 30 ft., aver. 17 ft., 10 to 12 in. wide,..... | 17s. 0d. | } per 120 running feet. |
| “ “ “ “ “ “ “ “ | 11s. 0d. | |
| Crown Brack, $1\frac{1}{2}$ “ “ “ “ 18 to 19 “ | 10s. 0d. | |
| “ “ “ “ “ “ “ “ | “ “ | |
| “ “ “ “ “ “ “ “ | 7s. 0d. | |

Masts, Red Fir.

| | | |
|--|----------------|-------------|
| 13 to 15 inches Diameter, 45 to 65 feet, | 2s. to 3s. 0d. | } per run. |
| 16 to 20 " " " " 50 to 70 " " | 3s. to 7s. 0d. | |
| Lathwood, Crown, 8 feet, | £8 0s. 0d. | } per fath. |
| 4 " " " " " " " " | 3 0s. 0d. | |

The price of the 7 feet in proportion to 8¹/₂ feet, and that of 6, 5, 4¹/₂, 3¹/₂ and 3 feet, in proportion to the price of 4 feet.

| | | |
|--|--------------|-----------------------------|
| Oak Timber, Straight, 9 to 16 in. square, 18 ft. average length, | £4 15s. 0d. | } per load. |
| Oak Timber Ends, " " " " 6 to 11 feet in " " | 3 10s. 0d. | |
| Oak Crooks " " " " 14 to 15 feet aver. length. | 3 5s. 0d. | } per load. |
| Oak Planks, 1st Brack, 2 ¹ / ₂ to 7 inches thick and above, | 8 5s. 0d. | |
| 2nd " " 2 to 7 " " and above, | 7 0s. 0d. | } per load. |
| 5 5s. 0d. | | |
| Oak Planking Logs (Plançons), hewn, 27 feet average length, 10 to 15 inches scantling, string measure, | 3 15s. 0d. | } per mille of 1200 staves. |
| Two sides sawn, " " " " | 4 10s. 0d. | |
| Oak Staves, Crown Vistula, Pipe, 2 ¹ / ₂ to 3, 5 to 6, 66 to 72 in., | £130 0s. 0d. | } per mille of 1200 staves. |
| 2 to 3, 4 to 5, " " " " | 95 0s. 0d. | |
| Brandy, 2 ¹ / ₂ to 3, 5 to 6, 54 to 60 " " " " | 95 0s. 0d. | |
| 2 to 3, 4 to 5, " " " " | 70 0s. 0d. | |
| Hogthead, 2 ¹ / ₂ to 3, 5 to 6, 42 to 46 " " " " | 70 0s. 0d. | |
| 2 to 3, 4 to 5, " " " " | 52 0s. 0d. | |
| Barrel, 2 ¹ / ₂ to 3, 5 to 6, 36 to 41 " " " " | 60 0s. 0d. | |
| 2 to 3, 4 to 5, " " " " | 45 0s. 0d. | |
| Headings, 2 ¹ / ₂ to 3, 5 to 6, 28 to 32 " " " " | 40 0s. 0d. | |
| 2 to 3, 4 to 5, " " " " | 28 0s. 0d. | |
| 2 ¹ / ₂ to 3, 5 to 6, 18 to 27 " " " " | 36 0s. 0d. | |
| 2 to 3, 4 to 5, " " " " | 26 0s. 0d. | |
| Trenails, Oak, 2 feet in length, | 4s. 0d. | } per 60 tren'ls. |
| Fir, 4 " " " " | 7s. 0d. | |
| Other lengths of Oak and Fir Trenails in proportion to their lengths. | | |

SUPPLY OF WOOD ARTICLES TO DANTZIC FROM POLAND IN 1860.

| | | |
|---|--------|--------------------|
| 162,769 pieces of full-sized square Fir Timber, being, | 45,943 | more than in 1859. |
| 101,737 " " small sized " " " " | 37,899 | " " |
| 15,081 " " Whitewood, square " " " " | 7,605 | " " |
| 205,800 " " Roundwood, Fir " " " " | 70,320 | " " |
| 243,218 Fir Sleeper Logs, " " " " | 7,651 | " " |
| 21,982 Oak Planks, 1st Brack, " " " " | 5,802 | " " |
| 21,702 " " 2nd " " " " | 5,640 | " " |
| 40,351 pieces Oak Timber, planking logs & crooks, " " " " | 11,758 | " " |
| 15,724 shocks of Oak Staves, " " " " | 986 | " " |

EXPORTATION OF WOOD GOODS FROM DANTZIC, 1860.

| | | |
|--|---------|--------------------|
| 229,190 pieces of full-sized square Fir Timber, being, | 51,060 | more than in 1859. |
| 57,127 " " small-sized " " " " | 31,052 | " " |
| 877,392 Sleepers and Sleeper Logs, " " " " | 372,745 | " " |
| 326,987 Fir Deck Deals, Deals and Deal Ends, " " " " | 37,833 | " " |
| 2,066 Masts, Spars, Bowsprits, &c., " " " " | 9,305 | less than in 1859. |
| 4,783 Fathoms of Lathwood, " " " " | 844 | more " " |
| 29,346 Oak Planks, 1st Brack, " " " " | 11,097 | " " " " |
| 29,741 " " 2nd " " " " | 6,141 | " " " " |
| 96,083 Unbrael Oak Planks and Plank Ends, " " " " | 41,847 | less " " |

36,755 pieces of Oak Timber, Planking Logs & Crooks, being. 2,753 less than in 1859.
 14,091 Shocks of Oak Staves, " " 1,740 more " "

STOCK OF WOOD GOODS, ON THE 31st DECEMBER, 1860.

87,719 pieces of full-sized sq. Fir Timber, being... 18,816 more than on 31st Dec., 1859
 74,408 " small-sized " " " " 19,451 " " " "
 11,951 " Whitewood, square timber, " " " 3,014 " " " "
 154,113 " Roundwood, Fir, " " " 34,085 " " " "
 18,757 Oak Planks, 1st Brack, " " " 6,185 less " " "
 9,438 " 2nd " " " 7,079 " " " "
 54,836 picces Oak Timber, Planking Logs and
 Crooks, being..... 3,030 more " " "
 9,551 Shocks of Oak Staves, being..... 3,647 " " " "

EXPORTATION OF WOOD GOODS FROM DANTZIC TO THE DIFFERENT COUNTRIES, IN 1860.

| | TO GREAT BRITAIN. | | | TO FRANCE. | | | TO OTHER COUNTRIES. | | |
|---|-------------------|--------------------|--------------------|------------|--------------------|--------------------|---------------------|--------------------|--------------------|
| | | More than in 1859. | Less than in 1859. | | More than in 1859. | Less than in 1859. | | More than in 1859. | Less than in 1859. |
| Pes. of full-sized sq. Fir Timber. | 190254 | 34352 | ..... | 19137 | 6068 | ..... | 19689 | 10840 | ..... |
| " " small-sized " " " " | 36572 | 22270 | ..... | 7376 | 243 | ..... | 13179 | 8539 | ..... |
| Sleepers and Sleeper Logs..... | 722752 | 224489 | ..... |  |  | ..... | 154040 | 143256 | ..... |
| Fir D'k Deals, Deal Ends and Deals..... | 72553 | | 16838 | 45504 | 2706 | ..... | 212930 | 50965 | ..... |
| Masts, Spars, &c..... | 385 | 27 | ..... | 1496 | 9322 | ..... | 185 | | 10 |
| Fathoms of Lathwood..... | 4732 | 916 | ..... |  |  | ..... | 1 | | 72 |
| Oak Planks and Plank Ends.... | 56465 | | 42413 | 88778 | 15902 | ..... | 9927 | 1902 | ..... |
| Pes. of Oak Timber, Crooks, &c. | 12887 | | 410 | 5337 |  | ..... | 18531 | 1019 | ..... |
| Shocks of Oak Staves..... | 9469 | 3878 | ..... | 3289 |  | ..... | 1333 | | 187 |

The number of ships lying here, on the 31st December, 1859, was 124
 " " built in 1860..... 6
 " " arrived in the course of 1860..... 2542

In all..... 2672

Sailed from here, in 1860 2576
 Lying here, on 31st December, 1860 96

In all..... 2672

| | | |
|------------------------------|--|--------|
| Sailed to Great Britain..... | 1267 ships, of which 641 with timbr, 607 with grain, 19 with other car.— | bal. |
| " Holland..... | 266 " " 57 " " 208 " " 1 " " " " " | " " " |
| " Sweden & Norway..... | 198 " " " " 185 " " " " " " " | 13 " " |
| " Denmark..... | 191 " " " 65 " " 122 " " 3 " " " " " | 1 " " |
| " Prussian Ports..... | 161 " " " 2 " " 101 " " 41 " " " " " | 17 " " |
| " France..... | 103 " " " 86 " " 16 " " 1 " " " " " | " " " |
| " Hanover..... | 93 " " " 18 " " 75 " " " " " " " | " " " |
| " Bremen..... | 89 " " " 51 " " 37 " " 1 " " " " " | " " " |
| " Belgium..... | 84 " " " 39 " " 45 " " " " " " " | " " " |
| " Russia..... | 57 " " " 47 " " " " " 3 " " " " " | 2 " " |
| " Oldenburg..... | 27 " " " 25 " " 2 " " " " " " " | " " " |
| " Spain..... | 13 " " " 13 " " " " " " " " " " | " " " |
| " Hamburg..... | 5 " " " " " 3 " " 2 " " " " " | " " " |
| " Mecklenburg..... | 4 " " " 4 " " " " " " " " " " | " " " |
| " Lubekia..... | 4 " " " " " " 4 " " " " " " " | " " " |
| " Italy..... | 1 " " " 1 " " " " " " " " " " | " " " |
| " Africa..... | 1 " " " 1 " " " " " " " " " " | " " " |
| " America..... | 1 " " " 1 " " " " " " " " " " | " " " |
| | 2565 " " 1051 " " 1405 " " 76 " " 33 " | |

GENERAL IMPORTS of Wood Goods into the United Kingdom,

| WOOD OR TIMBER. | COUNTRIES WHENCE IMPORTED. | 1857. | | | Computed Real value. £. |
|---|---------------------------------------|----------------------|---------------------|-------------|-------------------------|
| | | Quantities Imported. | | | |
| | | In British Vessels. | In Foreign Vessels. | Total. | |
| | | Loads. | Loads. | Loads. | |
| Not sawn or split, or otherwise dressed, except hewn..... | Russia..... | 11262 | 19097 | 30350 | 91103 |
| | Sweden..... | 3759 | 102657 | 106416 | 310985 |
| | Norway..... | 2258 | 61427 | 63685 | 202540 |
| | Prussia..... | 68766 | 216160 | 284926 | 884243 |
| | Hanse Towns..... | 783 | 1028 | 1811 | 6026 |
| | Tuscany..... | 830 | 2221 | 3051 | 9799 |
| | Papal States..... | 657 | ..... | 657 | 1852 |
| | United States..... | 33249 | 9201 | 62450 | 228585 |
| | Sierra Leone..... | 718 | ..... | 718 | 2210 |
| | Australia..... | 1058 | ..... | 1058 | 3336 |
| | British North America..... | 581744 | 38861 | 620605 | 1987989 |
| | France..... | ..... | ..... | ..... | ..... |
| | Cuba..... | ..... | ..... | ..... | ..... |
| | Hamburg..... | ..... | ..... | ..... | ..... |
| | Other Ports..... | 177 | 776 | 953 | 2999 |
| | | 727261 | 451428 | 1178689 | 3731662 |
| Deals, Battens, Boards, &c., sawn or split..... | Russia..... | 155671 | 94284 | 249955 | 739202 |
| | Sweden..... | 42574 | 118631 | 161205 | 484789 |
| | Norway..... | 6028 | 118259 | 124287 | 401019 |
| | Prussia..... | 15684 | 35427 | 51111 | 164846 |
| | France..... | 1296 | 920 | 2225 | 7733 |
| | United States..... | 3998 | 2591 | 6589 | 18136 |
| | British North America..... | 486723 | 235291 | 722014 | 2014260 |
| | Other Ports..... | 431 | 348 | 779 | 2502 |
| | | 712405 | 605870 | 1318275 | 3832547 |
| | Staves not exceeding 72 inches long.. | Norway..... | 129 | 216 | 345 | 8079 |
| Prussia..... | | 22450 | 20024 | 42474 | 379080 |
| Austrian Italy..... | | 211 | 1029 | 1240 | 11067 |
| United States..... | | 5881 | 15231 | 21112 | 188425 |
| British North America..... | | 39801 | 6015 | 45816 | 292077 |
| Other Ports..... | | 452 | 106 | 558 | 4555 |
| | | 63924 | 42621 | 111545 | 878283 |
| Staves exceeding 72 inches long..... | Prussia..... | ..... | ..... | ..... | ..... |
| | Russia..... | 120 | 589 | 709 | 6326 |
| | United States..... | 43 | ..... | 43 | 382 |
| | British North America..... | 71 | 8 | 79 | 525 |
| | Other Ports..... | 8 | 1 | 9 | 82 |
| | 199 | 641 | 840 | 7315 | |
| Firewood of British possessions..... | British North America..... | Fathoms. 22 | Fathoms. 19 | Fathoms. 41 | 133 |
| | Other Ports..... | 5 | ..... | 5 | 7 |
| | | 27 | 19 | 46 | 140 |
| Firewood, Foreign.. | Russia..... | 320 | 490 | 810 | 3727 |
| | Sweden..... | 369 | 3109 | 3478 | 15997 |
| | Norway..... | 104 | 14218 | 14322 | 65882 |
| | Other Ports..... | 65 | 111 | 176 | 808 |
| | | 858 | 17928 | 18786 | 86414 |

for the undermentioned years, as taken from official documents.

| | 1858. | | | | 1859. | | | | 1860. | |
|--|----------------------|---------------------|-------------|-------------------------|----------------------|---------------------|-------------|-------------------------|----------------------|----------------------|
| | Quantities Imported. | | | Computed real value. £. | Quantities Imported. | | | Computed real value. £. | Quantities Imported. | |
| | In British Vessels. | In Foreign Vessels. | Total. | | In British Vessels. | In Foreign Vessels. | Total. | | Total. | Computed real value. |
| | Loads. | Loads. | Loads. | | Loads. | Loads. | Loads. | | Loads. | £. |
| | 10521 | 24417 | 34938 | 94529 | 32096 | 30831 | 71927 | 205139 | } 203762 | } 636017 |
| | 6966 | 37079 | 33985 | 254954 | 9673 | 111672 | 121345 | 340815 | | |
| | 1298 | 57420 | 58718 | 157846 | 670 | 70862 | 71532 | 213274 | } 346197 | } 1095412 |
| | 35131 | 207040 | 265171 | 713784 | 41518 | 247036 | 288554 | 850005 | | |
| | 2352 | 854 | 3366 | 9269 | 2253 | 787 | 3040 | 8997 | | |
| | 1169 | ..... | 1109 | 3037 | 648 | ..... | 648 | 1966 | | |
| | 18703 | 11209 | 29912 | 103134 | 49917 | 11480 | 61397 | 228903 | | |
| | 453950 | 29415 | 482795 | 1434557 | 479150 | 35664 | 514814 | 1801360 | 580349 | 2117007 |
|  | ..... | ..... | ..... | ..... | 1510 | 437 | 1947 | 5803 | | |
|  | ..... | ..... | ..... | ..... | 841 | 12 | 853 | 3134 | | |
|  | ..... | ..... | ..... | ..... | 1040 | 1709 | 2758 | 8044 | | |
| | 1070 | 962 | 2032 | 5698 | 2478 | 666 | 3144 | 9840 | 142829 | 506123 |
| | 353150 | 418376 | 971826 | 2776808 | 621803 | 520156 | 1141959 | 3686280 | 1273137 | 4352559 |
| | 143810 | 110821 | 256664 | 604424 | 128910 | 126194 | 255104 | 780402 | 226068 | 783388 |
| | 37133 | 153042 | 191095 | 518356 | 45725 | 206350 | 252075 | 777898 | } 446135 | } 1533528 |
| | 1719 | 131171 | 138890 | 375456 | 6779 | 152094 | 158873 | 488663 | | |
| | 13727 | 37535 | 51262 | 139112 | 11319 | 56559 | 67878 | 209030 | | |
| | 1067 | 163 | 1230 | 3291 | 1062 | 125 | 1187 | 3620 | | |
| | 923 | 1125 | 2118 | 6977 | 2529 | 863 | 3392 | 10741 | | |
| | 62230 | 160046 | 612976 | 1447302 | 435335 | 297926 | 733261 | 2194574 | 684015 | 2192228 |
| | 503 | 692 | 1195 | 3202 | 482 | 415 | 897 | 2774 | 95688 | 344389 |
| | 656932 | 598498 | 1255430 | 3187200 | 632141 | 840526 | 1472667 | 4476702 | 1452806 | 4855533 |
| | 20555 | 14888 | 34943 | 323948 | 9983 | 26032 | 36015 | 365656 | | |
| | 1904 | 2890 | 4794 | 46271 | 2922 | 6055 | 8977 | 90612 | } 76341 | } |
| | 5614 | 17658 | 23272 | 176918 | 8514 | 17610 | 26124 | 183059 | | |
| | 35735 | 4119 | 39854 | 208312 | 36552 | 5378 | 41930 | 200138 | | |
| | 1523 | 850 | 2373 | 22200 | 1608 | 227 | 1835 | 16072 | | |
| | 65331 | 39905 | 105236 | 777649 | 59579 | 55302 | 114881 | 855537 | | |
| | 93 | 34 | 127 | 1160 | 310 | 223 | 563 | 5674 | | |
| | 55 | 56 | 111 | 1083 | 2 | 22 | 34 | 246 | | |
|  | ..... | ..... | ..... | ..... | 2 | 93 | 95 | 668 | | |
| | 32 | ..... | 32 | 189 | 42 | ..... | 42 | 205 | | |
| | 2 | 1 | 3 | 25 | 1 | ..... | 1 | 15 | | |
| | 182 | 91 | 273 | 2457 | 387 | 348 | 735 | 6908 | | |
| | Fathoms. 17 | Fathoms. 17 | Fathoms. 34 | 68 | Fathoms. 29 | Fathoms. 42 | Fathoms. 71 | 142 | | |
|  | ..... | ..... | ..... | ..... | 2 | 2 | 4 | 8 | | |
| | 17 | 17 | 34 | 68 | 31 | 44 | 75 | 150 | | |
| | 328 | 387 | 715 | 2288 | 254 | 541 | 795 | 3182 | | |
| | 395 | 2378 | 2773 | 8874 | 230 | 4030 | 4260 | 17041 | | |
| | 26 | 17191 | 17217 | 55096 | 46 | 22056 | 22102 | 88410 | | |
| | 66 | 103 | 169 | 509 | 57 | 121 | 208 | 819 | | |
| | 815 | 20059 | 20874 | 86767 | 617 | 26748 | 27365 | 109452 | | |

GENERAL IMPORTS of Wood Goods into the United Kingdom, for the

| WOOD OR TIMBER. | COUNTRIES WHENCE IMPORTED. | 1857. | | | Computed real value. £ |
|--|---------------------------------|------------------------|------------------------|---------------|------------------------------|
| | | Quantities Imported. | | | |
| | | In British Vessels. | In Foreign Vessels. | Total. | |
| | | Number. | Number. | Number. | |
| Hoops..... | Prussia..... | | 25400 | 25400 | 39 |
| | Holland..... | 16335660 | 7087179 | 23422839 | 26305 |
| | France..... | 41290 | | 44290 | 69 |
| | British North America..... | 9275 | | 9275 | 15 |
| | Other Ports..... | 4013 | 25 | 4038 | 6 |
| | | 16393238 | 7112604 | 23505842 | 36434 |
| Lathwood..... | | Fathoms. | Fathoms. | Fathoms. | |
| | Russia..... | 4458 | 1156 | 5614 | 44214 |
| | Sweden..... | 510 | 1575 | 2085 | 16416 |
| | Prussia..... | 1197 | 3307 | 4504 | 35471 |
| | British North America..... | 4217 | 412 | 4629 | 31363 |
| Other Ports..... | 17 | 73 | 90 | 707 | |
| | | 16399 | 6523 | 16922 | 128171 |
| Spars and Poles..... | | Gr. Hundr'ds. | Gr. Hundr'ds. | Gr. Hundr'ds. | |
| | Russia..... | 84 | 26 | 120 | 1259 |
| | Sweden..... | 21 | 200 | 221 | 2613 |
| | Norway..... | 121 | 1402 | 1523 | 25586 |
| | Prussia..... | 2 | 15 | 17 | 284 |
| | France..... | 17 | 98 | 115 | 875 |
| | Cuba..... | 139 | 25 | 164 | 3222 |
| | British North America..... | 46 | 4 | 50 | 943 |
| | British West India Islands..... | 90 | 19 | 109 | 2256 |
| | Other Ports..... | 14 | 7 | 21 | 304 |
| | | 534 | 1806 | 2340 | 37342 |
| Teak..... | | Loads. | Loads. | Loads. | |
| | Sierra Leone..... | 4854 | | 4854 | 10268 |
| | Mauritius..... | 616 | | 616 | 6253 |
| | British West Indies..... | 23570 | 3178 | 26748 | 327663 |
| | Other Ports..... | 9 | 19 | 28 | 226 |
| | | 29049 | 3188 | 32237 | 383410 |
| Wood of certain kinds admitted free of duty for ship- building. | Cuba..... | 1325 | 228 | 1553 | 15530 |
| | United States..... | 172 | 341 | 513 | 4941 |
| | Australia..... | 413 | | 413 | 2436 |
| | British West India Islands..... | 232 | 10 | 242 | 2420 |
| | British Guiana..... | 7553 | | 7553 | 75530 |
| | Haitia..... | | | | |
| | Other Ports..... | 19 | 133 | 152 | 1427 |
| | | 9714 | 712 | 10426 | 102284 |

undermentioned years, as taken from official documents.—(Continued.)

| 1858. | | | | 1859. | | | |
|------------------------|------------------------|---------------|-------------------------------|------------------------|------------------------|---------------|-------------------------------|
| Quantities Imported. | | | Computed real value. £. | Quantities Imported. | | | Computed real value. £. |
| In British Vessels. | In Foreign Vessels. | Total. | | In British Vessels. | In Foreign Vessels. | Total. | |
| Number. | Number. | Number. | £. | Number. | Number. | Number. | £. |
| 17470215 | 5176525 | 22647440 | 36612 | 17173620 | 4912165 | 22085785 | 33605 |
| 2200 | 3360 | 10560 | 18 | 2400 | 10800 | 13200 | 20 |
| 11975 | | 11975 | 20 | 25903 | 2875 | 28778 | 43 |
| 3071 | | 3071 | 5 | 1640 | 900 | 2540 | 4 |
| | | | | | | | |
| 17488161 | 5184885 | 22673046 | 36655 | 17203563 | 4926740 | 22130303 | 33672 |
| | | | | | | | |
| Fathoms. | Fathoms. | Fathoms. | | Fathoms. | Fathoms. | Fathoms. | |
| 2404 | 790 | 3194 | 24674 | 3954 | 1238 | 5212 | 41397 |
| 274 | 1032 | 1306 | 9948 | 274 | 1761 | 2035 | 16126 |
| 813 | 2402 | 3215 | 24056 | 668 | 3270 | 3938 | 31097 |
| 2917 | 229 | 3146 | 19533 | 3152 | 358 | 3510 | 22279 |
| 10 | 40 | 50 | 378 | 85 | 62 | 147 | 1161 |
| | | | | | | | |
| 6418 | 4493 | 10911 | 78589 | 8133 | 6709 | 14842 | 112060 |
| | | | | | | | |
| Gt. Hundr'ds. | Gt. Hundr'ds. | Gt. Hundr'ds. | | Gt. Hundr'ds. | Gt. Hundr'ds. | Gt. Hundr'ds. | |
| 102 | 33 | 135 | 1241 | 68 | 116 | 184 | 1874 |
| 20 | 204 | 224 | 2417 | 18 | 311 | 329 | 2804 |
| 65 | 1827 | 1892 | 29020 | 77 | 2619 | 2696 | 36121 |
| 2 | 62 | 64 | 1316 | | | | |
| 197 | 1 | 198 | 1340 | 1859 | 264 | 2123 | 13279 |
| 94 | 18 | 112 | 2476 | 122 | 34 | 156 | 2987 |
| 42 | 1 | 43 | 793 | 55 | 5 | 60 | 947 |
| 27 | 1 | 28 | 600 | 68 | 6 | 74 | 985 |
| 10 | 2 | 12 | 195 | 9 | 6 | 15 | 137 |
| | | | | | | | |
| 559 | 2149 | 2708 | 39398 | 2276 | 3361 | 5637 | 64134 |
| | | | | | | | |
| Loads. | Loads. | Loads. | | Loads. | Loads. | Loads. | |
| 7204 | 615 | 7819 | 70622 | 4673 | | 4673 | 36602 |
| 30297 | 7588 | 37885 | 396943 | 19180 | 4916 | 24096 | 258558 |
| 2 | 8 | 10 | 102 | 890 | | 890 | 8207 |
| | | | | | | | |
| 37503 | 3211 | 40714 | 467667 | 24743 | 4916 | 29659 | 302368 |
| | | | | | | | |
| | | | | 57 | 488 | 545 | 4414 |
| 125 | 228 | 353 | 2617 | 46 | 222 | 268 | 1752 |
| 270 | 27 | 297 | 963 | 1460 | | 1460 | 10809 |
| 76 | | 76 | 658 | 73 | 5 | 78 | 634 |
| 4862 | 86 | 4948 | 42248 | 4512 | 211 | 4723 | 38465 |
| | 161 | 161 | 1429 | | 26 | | |
| 175 | 37 | 212 | 1633 | 63 | | 89 | 666 |
| | | | | | | | |
| 5508 | 539 | 6047 | 49548 | 6211 | 952 | 7163 | 56740 |

RECAPITULATION

Of the quantities of Timber and Wood Goods imported into the United Kingdom (Furniture and Fancy Woods excepted) for the four years ending 31st December, 1860, distinguishing that from British North America from all other countries, and shewing the quantity brought in British and Foreign shipping respectively:—

| | Whole quantity imported. | Quantity from British North America. | Quantity from all other countries. | Quantity carried by British ships. | Quantity carried by Foreign ships. |
|--------------------------|--------------------------|--------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| | Loads. | Loads. | Loads. | Loads. | Loads. |
| Total loads in 1857..... | 2731053 | 1393563 | 1382490 | 1586458 | 1194605 |
| do 1858..... | 2508661 | 1150250 | 1358411 | 1346495 | 1162166 |
| do 1859..... | 2956480 | 1301248 | 1655232 | 1397465 | 1559015 |
| do 1860..... | 2802284 | 1264364 | 1537920 | ..... | ..... |

By these figures it will be seen that the proportion of Lumber imported into the United Kingdom from British North America, during the last four years,

| | | |
|------------------|----|-------------------------|
| Was in 1857..... | 50 | per cent. of the whole. |
| “ 1858..... | 48 | “ “ “ |
| “ 1859..... | 44 | “ “ “ |
| “ 1860..... | 45 | “ “ “ |

By this it appears that the average DECREASE in the imports of Lumber from British North America to the United Kingdom, during the above period, is about 11½ per cent., while the INCREASE on the import of foreign Lumber is nearly 10 per cent.

The proportion of the above Lumber, carried in British vessels,

| | | |
|---------------------------|-----|-------------------------|
| Was in the year 1857..... | 57 | per cent. of the whole. |
| “ “ 1858..... | 53½ | “ “ “ |
| “ “ 1859..... | 47 | “ “ “ |
| “ “ 1860,*..... | ... | ... |

I also annex a statement, furnished me by Allan Gilmour, Esq., Glasgow, shewing the comparative prices of Baltic and Canadian lumber, both before and since the repeal of the duties on foreign timber in the year 1842, by which it will be seen that in proportion to the reduction in the duties the lumber rose in value in the ports of shipment in the Baltic. The average increase in the price of Crown timber from the year 1838 to 1860 is over 44 per cent., while the average increase in the Canadian timber for the same period is only 17 per cent:—

*The quantities are not given, but I have no doubt that the proportion is even greater in favor of the Foreign ship-owner than during the previous three years.

TIMBER DUTIES PER LOAD OF 50 CUBIC FEET.

| | TIMBER. | | DEALS. | |
|------------------------------------|----------|-----------|----------|-----------|
| | Foreign. | Colonial. | Foreign. | Colonial. |
| Previous to October, 1842, - - - - | 55s. | 10s. | 55s. | 10s. |
| After 10th " 1842, - - - - | 30s. | 1s. | 38s. | 2s. |
| " 10th " 1843, - - - - | 25s. | 1s. | 32s. | 2s. |
| " 5th April, 1847, - - - - | 20s. | 1s. | 26s. | 2s. |
| " 5th " 1848, - - - - | 15s. | 1s. | 20s. | 2s. |
| " 15th " 1851, - - - - | 7s. 6d | 1s. | 10s. | 2s. |
| " March, 1860, - - - - | 1s. | 1s. | 2s. | 2s. |

PRICES of Timber and Deals.

| | 1836 | 1838 | 1840 | 1841 | 1842 | 1843 | 1844 | 1845 | 1846 | 1847 | 1848 | 1849 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| MENEL TIMBER AND DEALS. | | | | | | | | | | | | |
| Crown Timber..... | 38 0 | 37 0 | ..... | 40 0 | ..... | ..... | 45 0 | ..... | 50 0 | 50 0 | ..... | 47 0 |
| Best Middling | 35 0 | 33 0 | ..... | 36 0 | 37 0 | ..... | 42 0 | 45 0 | ..... | ..... | ..... | ..... |
| 2nd " | 27 0 | 26 0 | ..... | 26 0 | 26 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Crown Deals | 130 0 | 150 0 | 145 0 | 160 0 | 160 0 | 160 0 | 160 0 | 170 0 | 170 0 | 170 0 | ..... | 170 0 |
| 2nd " | 100 0 | 100 0 | 105 0 | 105 0 | 100 0 | ..... | ..... | 120 0 | 110 0 | 107 6 | ..... | 90 0 |
| DANTZIC. | | | | | | | | | | | | |
| Best Middling ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Good " ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Common " ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| QUEBEC. | | | | | | | | | | | | |
| Oak..... | ..... | ..... | 0 21 | ..... | 0 12 | 0 11 | ..... | 0 16½ | 0 17 | 0 14 | 0 13 | 0 14 |
| Elm, 35 feet ..... | ..... | ..... | 0 5 | ..... | 0 4 | 0 5 | ..... | 0 8 | 0 9½ | 0 7½ | 0 7 | 0 7 |
| White Pine, 60 feet..... | ..... | ..... | 0 5 | ..... | 0 4 | 0 3½ | ..... | 0 5½ | 0 6 | 0 4½ | 0 4½ | 0 4½ |
| Deals, 1st ..... | ..... | ..... | 175 0 | ..... | 160 0 | 200 0 | ..... | 129 7 | 140 0 | 126 0 | 120 0 | 120 0 |
| Deals, 2nd..... | ..... | ..... | 112 6 | ..... | 100 0 | 133 4 | ..... | 82 10 | 90 0 | 82 10 | 80 0 | 94 8 |

| | 1850 | 1851 | 1852 | 1853 | 1854 | 1855 | 1856 | 1857 | 1858 | 1859 | 1860 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| MENEL TIMBER AND DEALS. | | | | | | | | | | | |
| Crown Timber..... | 47 0 | 47 0 | 48 0 | 54 0 | 70 0 | 67 6 | 68 0 | 67 6 | 65 0 | 65 0 | 67 6 |
| Best Middling ..... | ..... | 42 0 | 43 0 | 45 0 | 65 0 | 62 6 | 63 0 | 62 6 | 60 0 | 60 0 | 62 6 |
| 2nd " ..... | ..... | ..... | ..... | 40 0 | 50 0 | 50 0 | 55 0 | 50 0 | 45 0 | 50 0 | 52 6 |
| Crown Deals..... | 170 0 | 170 0 | 180 0 | 200 0 | 230 0 | 260 0 | 270 0 | 250 0 | 230 0 | 205 0 | 230 0 |
| 2nd " | 100 0 | 110 0 | 125 0 | 135 0 | 170 0 | 200 0 | 210 0 | 160 0 | 120 0 | 130 0 | 135 0 |
| DANTZIC. | | | | | | | | | | | |
| Best Middling ..... | ..... | ..... | ..... | 45 0 | 52 0 | 52 0 | 53 0 | 50 0 | 47 0 | 50 0 | 51 0 |
| Good " ..... | ..... | ..... | ..... | ..... | 45 0 | 39 0 | ..... | ..... | 40 0 | 42 6 | 43 0 |
| Common " ..... | ..... | ..... | ..... | 37 0 | ..... | ..... | 41 0 | 37 0 | 34 0 | 37 0 | 37 0 |
| QUEBEC. | | | | | | | | | | | |
| Oak..... | 0 14 | 0 14 | 0 14 | 0 14 | 0 20 | 0 18 | 0 18 | 0 18 | 0 20 | 0 19 | 0 16 |
| Elm, 35 feet | 0 9 | ..... | ..... | ..... | 0 10 | 0 11 | 0 10½ | 0 13½ | 0 12 | 0 12 | 0 10 |
| White Pine, 60 feet..... | 0 4½ | 0 5½ | 0 6½ | 0 5½ | 0 7½ | 0 6½ | 0 7½ | 0 8 | 0 7½ | 0 6½ | 0 6½ |
| Deals, 1st | 120 0 | 135 0 | 150 0 | 160 0 | 190 0 | 160 0 | 180 0 | 200 0 | 180 0 | 220 0 | 220 0 |
| Deals, 2nd..... | 80 0 | 96 0 | 95 0 | 107 6 | 130 0 | 105 0 | 100 0 | 100 0 | 120 0 | 110 0 | 110 0 |

I am decidedly of opinion that the only reason which can be given why our timber did not increase in value with the increased consumption in the United Kingdom, in the same proportion as the Baltic timber has done, is mainly due to over-production, as none of the Baltic timber that I have seen can supply the place of our best white pine. We are therefore, merely denuding the country of our best timber, without benefitting any one. And as the Government is doing all in its power to put the trade on a proper footing, if it succeed in preventing or curtailing the wholesale destruction of our forests, it will have deserved well of its country, as any person seeing the consumption of timber now going on all over Europe, and which is rapidly increasing every year, must come to the conclusion that the day is not far distant when the prices of lumber of all kinds in this province must be double what they are at present.

I have now to report that I arrived in Paris on the evening of the 24th April, and on the following morning delivered to the Secretary of the British Embassy the letter of His Excellency the Governor General, addressed to His Excellency Lord Cowley. I received a note from the Embassy in the evening, informing me that His Excellency would see me the next day. I attended at the hour specified. His Excellency was very desirous of affording me all the assistance in his power for the attainment of the object you had in view in sending me to France. He gave me a letter of a general nature, addressed to the British Consuls in France, directing them to render me their assistance in obtaining the information I required. His Excellency also gave me letters to the British Minister at Berlin and Stockholm. I presented my letters of introduction from Monsieur le Baron Gauldrée Boilleau, Consul of France in this Province, to Monsieur Herbet, Conseiller d'Etat chargé de la Direction des Consuls en Affaires Commerciales au Ministère des Affaires Étrangères, to Monsieur Bossange, and to Monsieur Ducot. These gentlemen took a lively interest in the object of my mission to France. Monsieur Herbet gave me letters of introduction to most of the Public Departments, and to parties having contracts with the Government, among whom were Monsieur Ozienne, chargé de la Direction du Commerce Extérieur au Ministère de l'Agriculture, du Commerce et des Travaux Publics; Monsieur Vicair, Directeur Général des Eaux et Forêts au Ministère des Finances; Monsieur Behic, Directeur du Service Maritime et des Messageries Impériales; Monsieur De Lorme, Conseiller d'Etat, Directeur du Matériel au Ministère de la Marine et des Colonies; Monsieur Gauthier, Conseiller d'Etat, Secrétaire Général au Ministère de la maison de l'Empereur; and one to Monsieur Armand, who has a large lumber concern in Bordeaux. Monsieur Bossange gave me a letter to (the famous free trader) [Senator Michel Schevalier, and another to Monsieur Armand.

I must here remark that I should consider myself wanting in courtesy if I did not inform you that the French Consul, Monsieur le Baron Gauldrée Boilleau, put me, by his letters, into the hands of the proper men in France. Those letters obtained for me introductions to all the principal parties engaged in the lumber trade of that country—all of whom entered upon the discussion of the feasibility of opening up a trade with Canada with a heartiness which I did not expect. After explaining to those gentlemen in Paris, to whom I had been introduced, the varied assortments of our timber, its average sizes and lengths, its nature and qualities, and the uses (as far as I was enabled to do so) for which it is best suited, I presented a set of specimens to Monsieur Behic, and another to Monsieur Armand. In the course of conversation with these gentlemen, to whom I had been introduced, especially those of them whose establishments are in the south of France, I found they are earnestly looking round to see where they can best supply themselves with suitable lumber to carry on their business. They informed me that there is no doubt but they—at least of the south—must now look to other countries in addition to those whence they have been in the habit of getting their supplies. That lately the consumption of timber has been so great, in consequence of the large number of ships built and being built by France, Spain and Sardinia, that the timber in the countries bordering on the Mediterranean Sea will soon be exhausted; and that even now the import of lumber into France is very large and must increase.

The annexed table shews the quantities of lumber imported into France of late years; but I regret to be unable to show the import of 1860, not having been able to obtain the necessary data when in that country:—

IMPORTATION OF LUMBER INTO FRANCE DURING THE FOLLOWING YEARS:—

| Description of Lumber. | 1840. | | 1850. | | 1856. | |
|--|-----------------|-----------|-----------------|-----------|-----------------|-----------|
| | steres or about | cubic ft. | steres or about | cubic ft. | steres or about | cubic ft. |
| Pine and Fir, upwards of 3 inches thick..... | 559476 | 19756783 | 338466 | 11952927 | 497783 | 17579206 |
| " " 3 inches and under..... | 4384684 | 39326881 | 29433618 | 25585022 | 30540595 | 32776913 |
| Other Wood, upwards of 3 inches thick..... | 47654 | 1682901 | 24369 | 860591 | 24700 | 872280 |
| " " 3 inches thick and under..... | 3483081 | 3124323 | 1922184 | 1721956 | 809048 | 795716 |
| Masts, Spars, &c. (not including Poles)..... | 61593 | 2463720 | 58861 | 1555240 | 52242 | 2089680 |
| Oak Staves..... | 18428072 | | 26623918 | | 11822622 | |
| Staves of other Wood..... | 2245187 | | 3582004 | | 1342919 | |

In France, ship-building timber, and timber in general, has increased greatly in value of late years. The "Annales Forestières" remark on the subject, that, in 1852, standing timber was sold at the rate of 50 francs per stere (about 35 cubic feet), which, in 1857, cost 100 francs. I was unable to obtain any reliable statistics of the quantities of lumber imported into all France for a later date than 1856; but from the local information I collected in different ports, I am convinced that the increased consumption of both foreign and native wood must have been very large within the past few years.

I find the value of all the foreign timber imported into France in

Year 1857, to be..... 85,000,000 francs.
 " 1858, " 83,700,000 "

And the value of lumber of all kinds (French and foreign produce) consumed in Paris alone

In 1857, was..... 36,260,000 francs.

The railways are consuming large quantities of timber not only for their construction, but they are creating other branches of business which require lumber. There have been five new lines of railways approved of at the late sitting of the Legislature of France.

Monsieur Behic and Monsieur Armand expressed a wish that I would visit the South and explain to the trade there about our timber, and gave me letters to their own men of business and other gentlemen of Bordeaux and Marseilles.

I visited Dieppe, Havre and Honfleur. There seems to be an opening at all these ports for a considerable trade. The chief part of the supplies to these places is brought from the Baltic, and although the same cause that enables the Baltic merchant to undersell the Canadian merchant in many of the ports in the United Kingdom also exists there—namely, the rate of freight—nevertheless there are many descriptions of lumber produced in Canada which are not to be had in the North of Europe at all. Our yellow pine, long and large red pine, rock elm, tamarac, oak, ash, and several other kinds of our timber are wanted. Deals, if cut in long lengths and to metrical measure, would sell to pay. Our deals are cut too short, and besides, if intended for the French market, as stated above, they should be cut to metrical measure. Our 12 feet deal go for 11 French, but 13 feet counts no more, as 13 feet does not come up to 12 French, and therefore counts but for 11 feet. I am happy to be enabled to state that several cargoes have been ordered for the above ports from Quebec during the present summer, and from the well known character and standing of the houses to whom those orders were addressed, there is no danger to be apprehended but that the shipments will give satisfaction.

There are large quantities of Memel staves imported into this part of France, the great bulk of which are used for flooring. All the floors that I have seen in Paris and this part of the country that are not made of stone are of oak, laid down very neatly in diamonds. The pieces are not more than 40 inches in length and highly polished, and when made of Memel staves they must be very expensive indeed. From the conversations I have had with the parties in the trade here, I am fully satisfied that Canadian oak sawn to the requiring scantling for the above purpose would supplant the Baltic staves, at least as far as flooring is concerned. The dimensions given to me are as follows: 5 inches broad, 3 inches thick, and in lengths to cut into pieces of 40 inches long.

Feeling quite satisfied that Canada can compete with the north of Europe for the trade of this part of France on at least as favorable terms as for any part of Britain and much more so than for that of any of the Coal Ports, as the return cargo from those ports to the Baltic enables vessels to carry lumber to them much cheaper than even to this part of France. Such being the case, I felt anxious to proceed to the south-west and south of France, judging that there is a better prospect for Canada there in consequence of a more equable rate of freight.

HAVRE.

Havre is in fact the sea-port of Paris. The harbor, which is the best and most accessible on this part of the French coast, consists of three basins, separated from each other, and from the outer port by four locks, capable of accommodating about 450 ships.

Charges on a British vessel of 120 tons register, or 129 French tons, with cargo inwards—

| | F. C. |
|--------------------------------------|--------|
| Haulers into dock, | 3 00 |
| Bridge men, | 7 20 |
| Pilotage, 10 feet inwards, | 47 60 |
| Help boat, | 12 00 |
| Custom House duties, | 480 89 |
| Stamps, | 6 00 |
| Brokerage, | 95 00 |
| Protest, | 9 05 |
| Surveyors on cargo, | 10 00 |
| Board of Health, | 5 00 |
| Outwards in ballast: | |
| Pilotage, | 11 90 |
| Help boat, | 6 00 |

About £25.

648 64

DOCK AND BUOY DUES PER ADMEASUREMENT.

| DESCRIPTION OF VESSEL. | DOCK DUES. | | BUOY DUES. |
|--|-----------------|---------------------|------------|
| | Vess'ls afloat. | Vessels not afloat. | |
| | F. C. | F. C. | F. C. |
| French vessel, viz., fishing vessels..... | 0 30 | 0 00 | 0 00 |
| " passage boats between Havre, Honfleur, and Rouen..... | 0 30 | 0 00 | 0 00 |
| " Coming down the river of 40 tons and upwards..... | 0 30 | 0 00 | 0 00 |
| " less than 40 tons..... | 0 30 | 0 15 | 0 00 |
| " vessels engaged in the great coasting trade from the Colonies..... | 0 75 | 0 37½ | 0 00 |
| " from foreign ports in Europe..... | 0 00 | 0 00 | 0 00 |
| " from Great Britain or her colonies in Europe..... | 2 50 | 1 65 | 0 05 |
| " from other powers..... | 0 75 | 0 37½ | 0 05 |
| Spanish, Mecklenburg, and Venezuelan vessels pay as French vessels. | | | |
| American vessels from British ports or colonies in Europe..... | 2 50 | 1 65 | 0 05 |
| " " from other ports..... | 0 75 | 0 37½ | 0 05 |
| Mexican vessels as above. | | | |
| Brazilian " from British ports in Europe..... | 2 50 | 1 65 | 0 05 |
| " " from other ports..... | 2 02½ | 1 40½ | 0 05 |
| English vessels from British ports or from British possessions in Europe..... | 2 50 | 1 65 | 0 05 |
| English vessels from other ports in ballast..... | 0 75 | 0 37½ | 0 10 |
| " " " laden..... | 2 50 | 1 65 | 0 00 |
| Other foreign vessels, from whatever ports..... | 2 50 | 1 65 | 0 10 |
| " of flags, entirely laden with fir timber, for half month, plus the decime..... | 0 37½ | 0 18½ | } 0 10 |
| " for first two months, per month..... | 0 75 | 0 37½ | |
| " for three or four months, per month..... | 0 37½ | 0 18½ | |
| " five months and during the remainder of ship's stay, per month..... | 0 18½ | 0 09½ | |

The pilotage, light duty, custom house and officer's fees, and other charges, are trifling at Havre.

HONFLEUR

Is situated on the estuary of the Seine, nearly opposite Havre, from which it is distant six miles south-east, and is thirty miles north-east of Caen. 400,000 francs were voted by the French Government for the *improvement* of this harbor.

The following are the expenses on a British vessel of 226 tons register, drawing 14 feet in and 9 out, with cargo of coal in and ballast out.

The full charges are as follows:—

| | |
|------------------------|--------------|
| | F. C. |
| Pilotage (in 13 days), | 139 43 |
| Boat of help in, | 12 00 |
| Landmarks, | 3 00 |
| Hawsers, | 3 00 |
| Clearances, | 4 50 |
| Consul's fees, | 5 75 |
| Tonnage or dock duty, | 226 45 |
| Pilotage out, | 42 90 |
| Ballast, 68 tons, | 115 65 |
| Clearances out, | 12 00 |
| Brokerage, | 178 00 |
| Protest to Consul, | 11 50 |
| | <hr/> 754 18 |

At 25 francs exchange, about £30 5s. 0d.

Went from Havre on the 3rd May, and arrived in Bordeaux on the 5th; on following day

I presented my letters of introduction which I had from Paris to the principal men in the ship-building and lumber business in that city. I find that the import of lumber into Bordeaux is very large, especially in staves. In the year 1859 the whole import of lumber was as follows :—

| | | |
|--------------|------------|---------|
| Staves | 22,058,241 | Pieces. |
| Boards | 1,354,824 | “ |
| Deals | 241,511 | “ |
| Logs | 19,786 | “ |

About three-fourths of all the staves imported to this place come from the United States, and the balance from different countries in Europe. When I first heard of this immense quantity of staves being imported into one city in Europe, in one year I could not believe it. It certainly astonished me when I found that about equal to three times the whole quantity of staves exported from Quebec is consumed in Bordeaux alone, and was scarcely less astonished to find that few, if any, of those staves are exported from Quebec. Messrs. Donflou & Pouchon are largely engaged in the stove trade of this place; they told me that they have had forty American vessels all at one and the same time in Bordeaux laden with staves. Those gentlemen supply the Government with staves, and at the time I was there they had an order which they were then executing for 900,000 to 1,000,000 pieces, to be used in the manufacture of powder casks. The great bulk of all the boards, deals and logs are brought from the Baltic, and the average freight from that sea to this place is 70 francs for 80 cubic feet, English, which is over 36s per load. I am therefore under the impression that we ought to be able to compete well with the people of the Baltic for the trade of this port. I may mention that one gentleman here, Mr. ———, imported a cargo from Quebec in the year 1853,—at that time timber was not so valuable in France as it has since become, and it so happened that the prices in this country ruled high, and had the effect of discouraging and preventing further orders being sent. The prices of the cargo in question, free on board at Quebec, were as under :—

| | | |
|---|-------------------|------------------|
| Oak, 12 to 16 inches | $2\frac{25}{100}$ | francs per foot. |
| “ 16 inches and upwards..... | $2\frac{50}{100}$ | “ “ |
| Elm, 10 to 14 inches, 40 feet long and upwards. | $2\frac{75}{100}$ | “ “ |
| Ash, 30 feet long and upwards, 13 inches square and upwards..... | 1 | “ “ |
| Pine Deals, 3rd quality, £4 10s. Stg., per St. Petersburg standard. | | |
| Staves, 5½ and 4½ feet, 1½ inches, £57 10s. Sterling. | | |

On my assuring this gentleman that he could purchase on much more favorable terms at present in this country, he promised to write to Quebec, with a view to make another trial. Several other parties promised to do likewise. And I feel great satisfaction in being able to report that those gentlemen kept their word, as several cargoes have already been shipped, and large contracts are now offering in this market, from those parties, for stuff, to be delivered in this port in 1862. I may remark here that all the parties in the trade in France, with whom I had communication, seemed desirous to open a trade with this country, if they could only see their way clear.

NANTES.

On the Loire, about 34 miles from its mouth, lat. 47, 13, 6 N. long. 1, 32, 44, W. The depth of water on the bar at the mouth of the harbor varies from 2 to 2¾ fathoms. At springs the rise is 14, and at neaps, 7 or 8 feet. High water at full and change 3¾ hours.

The following are the charges on a British vessel of 60 tons, with cargo of coal inwards, and ballast out, drawing as under :—

| | F. | C. |
|---|----|----|
| Quarantine boat dues. | 9 | 00 |
| Pilotage, sea to Paimbœuf, 10 feet. | 57 | 50 |
| “ Paimbœuf to Nantes, 10 feet | 28 | 00 |

| | |
|---|-------|
| Tribunal of Commerce. | 7 75 |
| Measure bill. | 12 00 |
| River dues. | 11 35 |
| Tonnage dues and passport. | 84 13 |
| Pilotage out from Nantes to Paimbœuf, 8 feet. | 17 00 |

Francs, 226 78

About £8 18s.

BORDEAUX.

The depth of water in the river allows large vessels to come up to the town. The trade of this city is very considerable. There are two main channels for entering the river,—Passe du Nord, and Passe du Grave. Neap tides rise 7 to 8 feet, Spring 14 to 15 feet.

Charges on a British vessel, 300 tons register, from England, with cargo in and out:—

| | r. | c. |
|---|-----|----|
| Report pilotage from sea to Bordeaux, for a vessel drawing 14 | | |
| French feet of water, | 218 | 93 |
| Lazaretto dues, | 61 | 00 |
| Moving vessel and mooring her, | 10 | 00 |
| Entering vessel at Custom house, and brokerage inwards, | 100 | 00 |
| Tonnage money and navigation dues, | 495 | 00 |
| Visiting officers, clearances, harbour master, &c., | 14 | 75 |
| Manifest and freight list, | 15 | 00 |
| Consul's bill—usual fees, | 17 | 25 |
| Pilotage from Bordeaux to sea, | 220 | 00 |
| *Broker's commission outwards, care and attendance for expediting the vessel, loaded per charter or on owner's account, 1 franc per ton | 300 | 00 |

At 9½d., is £57 9s. 3d.

Francs, 1451 93

I left Bordeaux on the 7th May, and proceeded to Marseilles, where I arrived on the 8th. Presented letter of introduction from Monsieur Béhic, of Paris, of the Société Nouvelle Des Forges et Chantiers de la Méditerranée to the Superintendent of the works at this place, and at Toulon. That gentleman requested me to meet him at Toulon the following day, for the purpose of my giving a full explanation of the specimens I had with me to the engineer at that place. The result was that a cargo of Québec timber was at once ordered. This is a large concern. There was an iron steamer of 3,000 tons launched the morning I was there, and there were 24 others (chiefly of iron) in course of construction. This company alone have 3,000 men employed at Toulon, and about an equal number at Marseilles. The Superintendent informed me that they require a large quantity of timber, and that they are at a loss to know where to procure it on the most advantageous terms, and that if the cargo now written for give satisfaction, it will lead to large transactions. They have already contracted this year for 200,000 feet of oak—part from Dantzic, part the growth of France, and about 50,000 feet from the United States: I find that the import of lumber to Marseilles is considerable. From 70 to 160 cargoes annually arrive from the Baltic, and that the freight upon which is from 100 to 120 francs per St. Petersburg standard. There are also considerable quantities of pitch pine, oak and staves imported from the United States. There were 100 M. of staves of 4½ feet, 1½ to 3 inches thick, and 5 to 6 inches broad, received from that country last year, and were selling when I was there at 150 francs for 103 pieces; and if all 3 inch, 200 francs for the same quantity.

* If in ballast, 50 cents per ton, say 120 francs at most. Loaded in freight, 1 franc 50 cent. per ton.

British vessels are on a perfect equality with French vessels when they come from British ports in Europe, otherwise they pay the foreign pilotage and tonnage dues, which would be on the former about 55 francs, and on the latter 744 francs, in addition to the above.

MARSEILLES.

A large commercial city and seaport of France, on the Mediterranean, lat. 43, 17, 49 N., long. 5, 22½ E. The access to the harbor, which is defended by several strong fortifications, is in the centre of the city, forming a basin 525 fathoms in length by about 150 feet in breadth. The tide is hardly serviceable; but the depth of water at the entrance to the harbor is from 16 to 18 feet, being lowest when the wind is northwest, and highest when the wind is south-west. Within the basin the water varies from 12 to 2½ feet, being shallowest on the north, and deepest on the south side. Dredging machines are constantly at work to clear out the mud, and to prevent the harbor from filling up. Though not accessible to the largest class of ships, Marseilles is one of the best and safest ports in the world for moderate sized merchantmen, of which it will accommodate above 1,000. Ships in the basin lie alongside the quays, and there is every facility for getting them speedily loaded and unloaded. The Isle de Rottoneau, Pomeques, and the strongly fortified islet or rock of If, lie W.S.W. from the port; the latter which is nearest to it, being only 1¼ mile distant, and not more than three-fourths of a mile from the projecting point of land to the south of the city. There is good anchorage-ground for men-of-war, and other large ships between the Isles de Rottoneau and Pomeques, to the west of the Isle d'If.

The following are the charges on a British vessel of 134 tons:—

| | F. C. |
|---|-------|
| Pilotage in and out..... | 37 70 |
| Pilot on board, 3 francs a day..... | |
| Stamps for manifest in and out..... | 5 90 |
| Stamps at the excise custom's notes to make out the outward manifest, &c..... | 13 80 |
| Custom house passport..... | 2 60 |
| Bill of health..... | 5 00 |
| Noting, extending, registering, and interpreting—protest at the tribunal of commerce..... | 0 00 |
| Excise duty on ship stores and provisions..... | 2 60 |
| The Consul's legalization..... | 0 00 |
| Gunpowder storekeeper, and for having it brought down to the patache..... | 0 00 |
| Measuring the vessel by the Custom house..... | 2 50 |
| Extracted certificate from log-book for the Custom house..... | 0 00 |
| Translation of the certificate of origin—Consul's account..... | 28 25 |
| Accompanying manifest of the outward cargo..... | 6 25 |
| Certificate of captain's declaration at the health office for the Custom house..... | 0 00 |
| Custom house permit for re-exporting..... | 6 25 |
| Towing Boats..... | 0 00 |
| Advertisement in papers..... | 0 00 |
| Franking letters and postages..... | 2 40 |
| Boat hire..... | 3 70 |
| Cash..... | 0 00 |
| Health office interpreter..... | 5 00 |
| Ballast..... | 0 00 |
| Health office fees..... | 5 00 |
| Agency..... | 60 00 |
| Cooking on shore..... | 3 00 |
| Boat of help out..... | 25 00 |
| Water..... | 15 00 |

Francs, 229 95

Or about £9.

I left Marseilles on the 12th May, and returned to Paris on the 13th, feeling fully satisfied from the information I received and from my own observations, that there is every

reason to expect a good and extensive trade between France and Canada, more particularly with the south and south-western parts, for the following reasons:—Firstly, (as will be seen by the table I herewith annex,) the import of lumber is very large. Secondly, To the majority of the lumber-consuming districts, the rate of freight would be in favor of Canada, in as far at least as the north of Europe is concerned. Thirdly, At the time I was in France, it was expected that on the 1st of October of the present year, British ships would be admitted into all the French ports on the same footing as those of France. This is much to be desired, as far as Canada is concerned, as certain privileges are granted to British ships, sailing from British ports in Europe to France, which are denied the same vessels sailing from Canada. There are some causes which may, to a certain extent, retard this trade. In the first place, our sawn lumber, as prepared for the United Kingdom, is not exactly suited for the French market. Mill-owners and others who produce this description of lumber could scarcely be expected to change their system by manufacturing an article which would be altogether unsaleable in the United Kingdom, without having the certainty of a market. This would probably, for some time, cause disappointments, as until a regular and permanent market is established, from six to nine months' notice would require to be given in order to prepare this description of goods. This only applies to sawn lumber, as square timber can at any time be supplied. Freights, I should suppose, would also be higher to France than to British ports of the same class, for some time at least; but ultimately this would come all right.

After I left France, and while travelling in Prussia, a party with whom I had been conversing in the south of France, telegraphed to a House in Liverpool, connected with Canada, to know if they could supply 1,000,000 pieces of railway sleepers within five years, —say 200,000 pieces each year, and to state price.

Before closing my report on the trade of France, I would remark that comparatively few of the people in the lumber business in that country have any idea of what our square timber looks like in the log. I of course explained to them as far as possible; but from their seeing scarcely any other timber than that produced in Europe, they are unable to form a correct estimate of ours. I was therefore under the impression that some of our merchants should send a small cargo of well-selected and well-assorted timber into each of the principal ports, and, on my return to this country, I suggested this idea to some of them; but I regret to say they declined, not wishing to take the risk. I had an intention, before leaving France, that in the event of no timber being ordered, and the merchants not consenting to send any on speculation, of suggesting to the Government, for the extension of the trade of this Province, the propriety of sending three or four small cargoes, to be sold for and on their own account; and I am confident there would be no loss sustained. However, I trust this proceeding is rendered unnecessary, as several cargoes have already been ordered and despatched, which, it is to be hoped, will answer all the purposes required.

I again left Paris on the 14th May, proceeded to Belgium, and arrived in Antwerp on the 15th. I presented letter of introduction from M. I. Wilson, Esq., Liverpool, to — Kennedy, Esq., who introduced me to the principal men in the trade. There seems to be a brisk business in lumber in this place—prices good, and consumption increasing rapidly. I find that the import of lumber has more than doubled within the last five years, and regularly on the increase. In the year 1856, there arrived 181 vessels, timber laden, having a tonnage of 39097. In 1860 there were similarly employed 277 vessels, with a tonnage of 62095. The following is a comparative synopsis of the lumber imported for the last five years. For further details of same as to description and place of growth, I refer you to the table I herewith annex, being an extract from the imports and exports of Antwerp during that period:—

| | 1856. | 1857. | 1858. | 1859. | 1860. |
|----------------------------|---------|---------|---------|---------|---------|
| | Pieces. | Pieces. | Pieces. | Pieces. | Pieces. |
| Deals, Boards and Battens, | 828561 | 1216805 | 1141945 | 1366044 | 1480459 |
| Logs, | 43768 | 70065 | 70405 | 78951 | 109157 |

EXTRACT FROM THE CIRCULAR OF MR. A. D. SOLVAY, ON THE IMPORTS AND EXPORTS OF ANTWERP FOR THE LAST FIVE YEARS.

As the following statement will show, the trade in timber is becoming of considerable importance, and a glance at the comparative figures for the last five years will give an idea of its immense development. In the year 1856, the arrivals of timber from the north were 181 cargoes, or 39,097 tons register; and the importations in 1860 rose to the figure of 277 vessels, registering 62,095 tons. This is caused partly by the scarcity of native timber, and partly in consequence of the transactions between this place and the north of France, which are increasing perceptibly. It is to be presumed that the importation of Timber will increase considerably year after year. We finish the year 1860 with a stock infinitely less than last year, and with prices having an upward tendency.

Comparative Importations of years 1860, 1859, 1858, 1857, and 1856.

| Boards—Memel, Riga, and Dantzic. | 3 x 11 | 3 x 9 | Red. 6-4. | White. 6-4 | 5-4 x 3-4. | Red. 4-4. | White. | 8-4. | Total. |
|----------------------------------|--------|-------|-----------|------------|------------|-----------|--------|-------|--------|
| Memel, 1860..... | 1367 | 200 | 17526 | 25027 | 1338 | 398594 | 208160 | 501 | 652713 |
| “ 1859..... | 17115 | 2196 | 24824 | 29258 | ..... | 325712 | 170474 | ..... | 569577 |
| “ 1858..... | 8197 | ..... | 38168 | 17742 | ..... | 420585 | 155037 | ..... | 639729 |
| “ 1857..... | 5000 | ..... | 16571 | 24370 | ..... | 391167 | 105387 | 124 | 542862 |
| “ 1856..... | ..... | ..... | 53315 | 10205 | ..... | 248305 | 28760 | ..... | 320591 |
| Riga, 1860..... | 109 | ..... | 5472 | ..... | ..... | 62684 | 14014 | 686 | 82965 |
| “ 1859..... | 1000 | ..... | 7202 | 4959 | ..... | 74651 | 15522 | ..... | 97258 |
| “ 1858..... | ..... | ..... | 5683 | 5162 | ..... | 36227 | 16328 | ..... | 63400 |
| “ 1857..... | 2132 | ..... | 12445 | 10149 | ..... | 36374 | 28666 | 8023 | 97789 |
| “ 1856..... | ..... | ..... | 19822 | 28655 | ..... | 69208 | 56380 | ..... | 174066 |
| Dantzic, 1860..... | ..... | ..... | 18326 | ..... | 2495 | 12536 | ..... | 1942 | 35299 |
| “ 1859..... | ..... | ..... | 17449 | ..... | ..... | 10309 | ..... | 2954 | 30712 |
| “ 1858..... | ..... | ..... | 9313 | ..... | ..... | 5516 | ..... | 1405 | 16234 |
| “ 1857..... | ..... | ..... | 16633 | ..... | ..... | 8029 | ..... | 1509 | 26171 |
| “ 1856..... | ..... | ..... | 20006 | ..... | ..... | 4911 | ..... | ..... | 24917 |

| Deals, Battens, and Boards. | 4 x 9. | 3 x 11-13 | 3 x 9. | 3 x 8. | 3 x 7. | 2½ x 9-11. | 2½ x 7. | 2½ x 6½. | 2½ x 6. | 6-4, 5-4 4-4. | Total. |
|-----------------------------|--------|-----------|--------|--------|--------|------------|---------|----------|---------|---------------|--------|
| Sweden and Norway, 1860.. | 811 | 25857 | 208390 | 14860 | 32275 | 8144 | 227246 | 92531 | 28490 | 70778 | 709482 |
| do 1859.. | 1353 | 21282 | 248622 | 18355 | 43859 | 4083 | 237889 | 39852 | 19607 | 36635 | 668517 |
| do 1858..... | ..... | 12616 | 96443 | 11935 | 28172 | 4579 | 198154 | 31391 | 5629 | 33662 | 422582 |
| do 1857..... | ..... | 14885 | 196819 | 10800 | 61788 | 4209 | 231113 | 20300 | 5057 | 6212 | 550183 |
| do 1856..... | ..... | 12629 | 122300 | 12831 | 32120 | ..... | 116480 | ..... | ..... | 14628 | 308998 |

| Fir Beams of Riga. | Red. | | White. | | Total. |
|--------------------|--------------|--------------|----------|----------|--------|
| | 1st quality. | 2nd quality. | Holland. | English. | |
| 1860..... | 3736 | 12968 | 14697 | 100 | 31501 |
| 1859..... | 3673 | 13290 | 11427 | 746 | 29136 |
| 1858..... | 4600 | 10721 | 10159 | 2660 | 28040 |
| 1857..... | 10117 | 21751 | 8072 | 4168 | 44103 |
| 1856..... | 7078 | 12035 | 7953 | 801 | 27867 |

Comparative Importations of years 1860, 1859, 1858, 1857, and 1856—(continued).

| Large and small square Beams and Fir Logs. | Oak from Dantzic, Memel, and America. | Fir. | | Fir round logs by Railroad. | Fir Beams from America. | Total. |
|--|---------------------------------------|----------|--------------------|-----------------------------|-------------------------|--------|
| | | Dantzic. | Sweden and Norway. | | | |
| 1860 | 5386 | 5614 | 26514 | 30142 | ..... | 67656 |
| 1859 | 5137 | 4522 | 10775 | 29381 | ..... | 49815 |
| 1858 | 3375 | 2110 | 36693 | ..... | 187 | 42365 |
| 1857 | 2840 | 6668 | 16449 | ..... | ..... | 25957 |
| 1856 | 3061 | 1262 | 11131 | ..... | 447 | 15901 |

| Oak Staves. | Riga. | | | | | | | Memel. | Dantzic. | Total. | |
|-------------|-------------|----------------|------------|------------|-------------|-----------|--------------|--------|----------|--------|-----------|
| | 3½ x 7, 108 | 31, 2 x 7, 96. | 3 x 6, 96. | 3 x 6, 84. | 2½ x 5, 84. | 3 x 6, 72 | 2½ x 5, 72. | | | | 3 x 6, 42 | Various. | Various. |
| 1860 ..... | ..... | 1840 | 1620 | 16616 | 2324 | ..... | ..... | ..... | 9799 | 1080 | 37795 |
| 1859 ..... | ..... | 1620 | 180 | 14493 | 900 | 1800 | 1950 | 766 | 1400 | ..... | 18593 |
| 1858 ..... | ..... | 780 | 2160 | 13600 | 2040 | ..... | ..... | ..... | 6794 | ..... | 26694 |
| 1857 | 1230 | 5847 | 3351 | 28851 | ..... | ..... | ..... | ..... | 8112 | 6920 | 54351 |
| 1856 | Together | ..... | ..... | ..... | ..... | ..... | 43694, Riga. | ..... | 8947 | 2051 | 54692 |

217 vessels arrived during year 1860, including 20 in the way (Leuven & Bruxelles), together, 62,095 tons bur.
 293 " " " 1859, " 35 " " " " 62,296 "
 226 " " " 1858, " 23 " " " " 48,904 "
 272 " " " 1857, " 10 " " " " 59,397 "
 181 " " " 1856, " 6 " " " " 39,097 "

There has been some Virginian Oak imported here, and it seems to have given satisfaction. It is about the same quality as our Canadian Oak—certainly not better, and not as well made, at least that which I have seen of it. There have been several cargoes ordered and shipped from Quebec this season. The freight from Riga to Antwerp is 25s. per load, which is nearly 50 per cent. more than to the Coal Ports of England. I am therefore under the impression that Canada ought to come in for a good share of the trade of this port. I was unable to see the Secretary of the Chamber of Commerce. I left a set of specimens and a letter to accompany same with Mr. Kennedy, who promised to deliver them to that gentleman.

ANTWERP,

The principal sea-port of Belgium, is situated on the Scheldt, about 60 miles from Flushing, in lat. 51, 13, 16 N., long. 4, 24, 10 East. It has an excellent harbor, extensive docks, warehouses, &c. Ships of the largest burden come up to the town.

Charges on a British vessel, with cargo in from the West Indies, and ballast out to Great Britain, of 207 tons British, and 221 Belgium measure:—

| | Florins. C. |
|---|-------------|
| Pilotage from Sea to Flushing Roads, for 13½ feet, | 53 00 |
| “ from Flushing to Antwerp, “ “ | 50 00 |
| “ to Flushing for 24 Palms, or 12 feet, | 24 00 |
| Paid in cash to the captain for pilotage from Flushing to sea, | 16 50 |
| Pilot for moving the vessel from the stream in and out of the dock, | 2 00 |
| Sea protest, and extending at the tribunal of commerce, | 14 60 |
| Tribunal charges for appointing surveyors, | 6 51 |
| To the surveyors for examining hatches, and stowage of the cargo, | 12 00 |
| Leads put to the hatches and ship stores by custom house, | 8 90 |
| Harbor dues, | 3 00 |

| | |
|--|--------|
| Tonnage duty, 221 tons, at 90 cents in and out..... | 198 00 |
| Additional duty, 13 per cent. and stamps,..... | 44 38 |
| Certificate, stamps, measuring, and receipt of the tonnage duty,.. | 11 90 |
| Dock duty, at 53 cents for 3 months,..... | 53 04 |
| For the cooking-house, 2 weeks,..... | 3 80 |
| Ballasts, 25 lasts,..... | 32 10 |
| Consul's bill, clearance,..... | 2 71 |
| Water bailiff's review of the crew and certificate,..... | 5 07 |
| Brokerage on the vessel, 221 tons, at 75 cents per ton,..... | 78 32 |
| Excise for town dues on ship's provisions, clearance in and out,.... | 5 80 |
| Cancelling custom house bonds, postages, and small expenses,..... | 6 74 |
| To Pilotage office, for booking the vessels outwards,..... | 1 00 |
| To the Pilot, from Flushing to Antwerp, gratuity,..... | 5 00 |
| To the British Consul for signature to the muster role,..... | 5 44 |

Florins, 643 81

Exchange, at 1s. 8d. per florin, is £63 14s. 10d., nearly 6s. per ton.

I proceeded to Rotterdam, where I arrived on the 17th May, and had an interview with Messrs. A. Van Stolk & Son, extensive wood merchants. They have a considerable tract of forest lands in Ardennes, from which they manufacture oak and fir. I saw some of the oak. It is large, and would average at least 35 feet long and 16 inches square. They informed me that they had lately made a sale of a large quantity to the Russian Government, to be delivered in Rotterdam. The price is two guilders* for the French cubic foot. The fir timber produced in this part of the country, or at least in the interior and brought to Rotterdam, is very inferior. I am of opinion that there is not much prospect for Canadian lumber here. I left for Berlin, and arrived there on the 20th May. Presented letter of introduction from His Excellency Lord Cowley to Lord Loftus, British Minister at Berlin, who gave me letters to the British Consuls at Stettin, Dantzic, Konigsburg and Memel. I proceeded to Stettin, and called on Mr. Blackwell, British Consul, from whom I received statistical information relative to the trade of that port, by which I find that the export of lumber is not increasing. For the seven years, from 1852 to 1858, inclusive,

| | | | |
|----------------------------|------------|--------------------|---------|
| The average value was..... | 1,637,478 | Prussian Thalers.† | |
| 1859, | 1,625,870 | " | " |
| 1860, | 1,673,460 | " | " |
| On the first, say..... | 1,637,478 | Great Britain took | 745,174 |
| 1859,..... | 1,625,870, | " | 746,900 |
| 1860,..... | 1,673,460, | " | 695,165 |

I was also here introduced by Mr. Poulson, ship broker, to Mr. Kressman, who is extensively engaged in the timber trade in this place. He informed me that the major part of the forest lands belong to private individuals, and the remainder to the Prussian and Russian Governments. With respect to the cost of standing timber, Mr. Kressman told me that he had returned only a day or two before from making a purchase of a certain lot of standing oak and fir. Both are accounted equal in value, as the greater quantity contained in the fir tree compensates for the difference in the price of the oak per foot over that of the fir. There are supposed to be in this lot 10,000 trees, for which he is to pay 55,000 rubles.‡ A number of those trees may be bad, and Mr. Kressman reckons that all those he can make available will cost him at least 25s. stg. each. When it is taken into consideration the small average of this timber, say about 30 feet, the price appears to be very high. This purchase-money is all to be paid down at once, and it may be six or seven years before he gets all the timber off—if he ever does. This timber has to be hauled a distance of 2½ to 3 German miles—12 to 15 English—after which it has to be driven some hundreds of miles, and may be expected to arrive at Stettin in all June. From the best information I can obtain, the timber in this country, I refer to Prussian Poland, is fast becoming exhausted, and that the value of standing timber has been greatly enhanced of late years—more particularly since the recent repeal of the duties in England.

*A Guilder is equal to 40 cts.

†A Thaler is equal to 78 cts.

‡A Ruble is equal to 75 cts.

I proceeded to Dantzic, where I arrived on the morning of the 23rd May, and presented letter of Lord Loftus to H. R. Plow, Esq., Her Majesty's Consul General. I had also letters of introduction from gentlemen in England and Scotland to Messrs. Albrecht & Co., Messrs. Thomas Behrend & Co., and to S. Keohine, Esq., lumber merchants. All these parties seemed earnestly inclined to afford me all the information possible relative to the trade of this port. They are straightforward, open, and candid men, and did not appear to have anything to conceal of a general character with respect to the business. They all complain that the standing timber is fast disappearing—that it is rising in price at each and every succeeding sale, and that the distance they have to haul it is constantly increasing. Mr. Grade, of the firm of Messrs. Albrecht & Co., said timber not requiring to be hauled more than 12 to 15 English miles is considered handy to the river. To have to haul 6 to 8 German miles (30 to 40 English) is by no means unusual. Afterwards it has to be driven a great distance by a tortuous, tedious, and expensive route. A great proportion of the lumber brought into this market is made a long way to the south and south-east of Warsaw, and much of it is brought from Galicia, in Austrian Poland.

The general custom of selling the standing timber is as follows:—A certain limit or circuit is sold, which is supposed to contain a specified number of trees, suitable to be made into timber, for a lump sum or so much per tree. The number of trees is generally over-rated. Such is the competition among purchasers, that they submit to it. The purchaser is bound to take off the quantity within a given time, if to be found; but in no case is any deduction made. He is not allowed to take more than the number stipulated for should they even be there, without paying additionally for them. Every tree which is cut down counts, whether rotten or otherwise.

I went with Mr. Albrecht and looked over all the lumber in the river, down to the harbor. There was but little remaining after the spring shipments, and none of the new timber had then arrived. It was expected in a few days. The timber is separated into three classes—1st, 2nd and 3rd. Mr. Albrecht told me that to get any considerable quantity of first quality is very difficult and expensive, and scarcely any of it to be had without having to be hauled 30 or 40 English miles. The value of first quality redwood here at present is 55s. per load, free on board; 2nd, 45s.; 3rd class about 41s. per load. The freights just then were very low, not more than 15s. per load to the east coast of England.

Large quantities of redwood are now being sawed up by the different establishments here into deck plank for the English and French Governments. The prices paid by the French Government are for first quality 21s. sterling for 40 feet long, 3 inches thick, and 9 inches broad; and two-thirds that amount for 2nd quality. There must not be any pith in those planks, and they must shew heartwood the whole length, of at least seven inches wide. I find that the production of last winter does not exceed that of the previous year. A considerable quantity of redwood is also being prepared here, intended for the defences at Southampton, England. The pieces are all to be 35 feet long, 12 inches square, and to shew a certain amount of heartwood on all sides. The price to be paid is 65s. per load, free on board—a price with which the sellers seem well satisfied.

The timber purchased from the Prussian Government is in almost all cases cut down and squared at their expense. A portion of the timber is also got out round the full length of the trees. It is then sold by public auction—the square timber by the foot, the round by the piece. The latter timber is brought down without being squared, and part of it shipped as spars. The remainder is sawed and manufactured into different descriptions of scantling. For the export of lumber from this port, and the prices thereof, I beg to refer you to pages 17, 18 and 19.

I proceeded to Königsberg, where I arrived on the night of the 24th May. On the following day I presented letter of Lord Loftus to Mr. Hartsel, British Consul. Mr. Hartsel resided for some time in Memel, and was engaged in the timber trade there. He seems to be well acquainted with the affairs of the country, as connected with the lumber trade. He informed me that about one-third of the forest lands which supply this place and Memel, belong to the Russian Government, and about two-thirds to the Polish and Russian nobles, and that almost the whole of said supply comes off Russian territory—scarcely any off Prussian. There is scarcely any possibility of arriving at the cost of bringing it to market—the business being altogether in the hands of the Jews, who hitherto had an understanding with

the proprietors that the serfs on the estates should be employed in making and bringing it forward, and consequently, the exporters at these ports neither know nor care about the cost of production, not being interested in the same. What effect the emancipation of the serfs will have on the trade remains yet to be developed.

The great timber-producing districts are comprised within an area of 27,000 English square miles—a great portion of which has been cut over and over again—besides there is a population within this circuit of from 1,600,000 to 2,000,000, and it is considered one of the best agricultural provinces in the Russian Empire. From these facts I infer that there is a limit to the timber even in this Province. The standing timber is gradually becoming scarce and dear. The distance to haul is increasing, and it is thought that the emancipation of the serfs will have the effect of changing the nature of the trade altogether. In the first place it is to be expected that much more of the land will be brought under cultivation, and, in the next, the men will not continue to work for the same small pittance they have hitherto been in the habit of receiving. In fact, they seem not to be inclined to work at all. In proof of this assertion, I can state that large numbers of Germans, from the province of Pomerania, at the time I was there, were moving to Russia to supply the labor heretofore performed by that class. This change in the condition of the serfs must raise the price of labor, and a corresponding rise in the price of timber, or a diminution in the quantity, must necessarily be the result. Mr. Hartsel further informed me that the country is now undergoing such changes that it is hard to say what ultimate effect such changes may produce. One thing, however, is certain, that, so far, the effect has been a large diminution in all the products of the country. Under any circumstances, as far as I have been able to judge, Canada has nothing to apprehend from a competition with the south side of the Baltic.

I left Konigsberg on the 25th, and arrived in Memel on the 26th May. The following day, I presented letter from Lord Loftus to — Campbell, Esq., British Consul. I had letters of introduction also from Messrs. John Hall & Co., Newcastle-on-Tyne, William Muir, Esq., Leith, Alexander Gordon, Esq., London, and from Mr. Hertsel, British Consul at Konigsberg, to the principal parties engaged in the lumber business here. I waited on these gentlemen separately, from whom I received corroborative information respecting the trade, which amounts to the following:—Memel is supplied with lumber from Russia and Poland by the River Nieme. The lumber has such a long distance to be driven that it only reaches market in September and October, which market is at a place called Russ, about 30 English miles from Memel, situate on the bay which lies between that city and Konigsberg. At Russ the wood is purchased by the Memel merchants and brought down at their risk and expense in large rafts of 1500 to 2000 pieces of square and round timber. When the timber arrives at Memel it is assorted according to quality and the views of the owners. There is a Government system of classification, but it is not compulsory. The different kinds of timber brought to this place are:—

| | |
|----------------------|------------------|
| Fir Redwood, square. | Oak, square. |
| “ “ round. | “ Wainscot Logs. |
| “ Whitewood, round. | “ Staves. |

And in about the following quantities:—

| | |
|--|--------------------------------|
| Square Redwood, 12 to 18 inches square, 20 to 60 feet long; very few pieces of the latter length or size; general average about 30 x 13..... | 150,000 to 200,000 pcs. an'ly. |
| Round ditto..... | 150,000 “ |
| Whitewood, round..... | 20,000 “ |
| Square Oak..... | 10,000 “ |
| Wainscot Logs..... | 4,000 “ |
| Staves, about..... | 15,000 shooks of 60 pcs. ea. |

The Square Redwood is classified as under:—

| | |
|---------------------------------------|---------------------|
| Crown Timber, value at that time..... | 70s. stg. per load. |
| Best Middling “ “..... | 66s “ “ |
| 2nd “ “..... | 54s “ “ |

The round wood, both red and white, is cut here by steam and wind-mills into 3 x 11, 3 x 9, 4 x 11, 4 x 9, 2½ x 7, and boards 1 to 1½ inches thick by 8 to 11 inches in breadth, and all generally of long lengths. They are classified as follows :—

| | |
|-------------------------------------|-----------------------------|
| Redwood, Crown, was then worth..... | £12 per St. Petersburg std. |
| “ second qual. “ | 7 “ “ |
| “ third “ “ | 6 “ “ |
| Whitewood, Crown “ | 7 “ “ |
| “ second qual. “ | 6 “ “ |
| “ third “ “ | 5 “ “ |

The latter deals compete with our spruce, in the English market; but according to my opinion they are not as good, or equal in any respect. I was told by the gentlemen in the trade that a few years ago this whitewood was attacked by an insect, which has almost killed every tree. I have seen a considerable quantity of this kind of lumber in the log, and found it all to be perforated to the heart by grub-worm.

Square oak, 12 to 14 inches square, and 20 to 50 feet long, general average, not more than 35 feet cubic, and classified as under :—

| | |
|------------------------------------|-----------------|
| Crown, was worth at that time..... | 100s. per load. |
| Second quality..... | 90s. “ |

Wainscot logs, in lengths of 9 feet and upwards. The timber is sawn from pretty large trees, must be free from heart, and shaped thus, $\left[\begin{array}{c} 10 \\ \text{---} \\ 10 \end{array} \right]$; and must be at least 10 inches deep from the curve to the corner of the large flat surface.

| | |
|--|-------------------|
| Crown.—The value at that time was..... | 5s. 6d. per foot. |
| Second quality, “ “ | 3s. 6d. “ |

Staves are of the following dimensions :—

| | |
|--|-----------------------------|
| Pipe, 6 feet long, 6 x 3 inches, | } All reduced to 6 x 6 x 3. |
| Brandy, 5 “ “ | |
| Hogshead, 4 feet long, 6 x 3 inches, | |
| Barrel, 3 “ “ | |
| Heading, long, 2½ ft. long, 6 x 3 in., | |
| “ short, 1½ “ “ | |
| And were then worth, Crown..... | £140 per 1200 pcs. |
| “ “ 1st Brack..... | 115 “ “ |
| Three pieces long heading counts one. | |
| Four “ short “ “ | |

The provinces which supply Memel are, Kowno, Augustoo, Bialystock, Vetepsk, Minsk, Wilna, and Volhynia—this latter province furnishing or yielding two-thirds of the whole, and is the province spoken of in my remarks on Kongsberg. As far as I can understand, the timber trade is gradually declining here, and although the lumber is becoming scarce, this is not the only reason given for the cause of the trade languishing. The late season at which the timber arrives necessitates the holding over large quantities during winter, which is embarrassing in a monetary point of view. Nevertheless, at that time in Memel, as well as in the other ports in the Baltic, the people were as busy as possible sawing and preparing lumber for the French Government, and complained that they were not able to get it ready fast enough. There is no doubt that a great consumption of wood goods is going on at present in France, and it certainly will be the fault of our merchants if Canada does not share a good part of the benefits arising from such consumption.

While here, I received a letter from P. M. Partridge, Esq., Superintendent of Woods and Forests, informing me that you had approved of my not visiting Norway, as suggested in my letter dated Newcastle, 10th April.

Having now reached (in accordance with your letter of instruction, the extreme point of my journey, I returned by Hamburg, where I arrived on the 29th May. I called

on Messrs. Klencroth & Co., Messrs. Martins, ship owners and timber merchants. The latter export lumber from Hamburg to France and England. They are of opinion that timber of good quality of certain descriptions, say oak, elm, and yellow pine, at the prices I mentioned, might be sent there in limited quantities, to pay. The oak should be long and large, the yellow pine long and clean, suitable for deck planks. Masts are also required. There is an abundance of common timber in the country, and therefore nothing but the best should be sent.

Hamburg exports square oak and fir timber, which is brought down the Elbe from Russia and Poland; and although the people of Hamburg have much farther to bring their timber by inland navigation, nevertheless, they have such an advantage over the exporters of Dantzic and Memel in the sea freight, that they are able successfully to compete with them. The freight from here to the coal ports of England is only 10s to 12s per load. The same complaint I heard in Stettin, Dantzic and Memel, is also made here, namely, that the timber of the country is fast disappearing. Mr. Klencroth informed me that not only will the export of timber soon be at an end here, but that they must commence immediately to import certain kinds of timber for shipbuilding purposes. In fact there have been several cargoes of United States oak, and pitch pine in considerable quantities, already imported.

In course of conversation with Mr. Slowman, ship broker, of this place, I learned that the export of lumber from Hamburg is small indeed, and that a large import must soon take place to meet the increasing demand. I made enquiry for, and endeavored to obtain, a return of the import and export of lumber, but was told that no statistics of them are kept.

I came to Bremen on the morning on the 31st May. The import of lumber here is pretty large, as will be seen by the following table, which I took from the official returns of the city for 1860:—

By sea.

| | |
|--------------------|--------------------|
| Oak and Birch..... | 24,071 cubic feet. |
| Fir Timber..... | 291,545 " |
| Deals..... | 836,899 pieces. |
| Staves..... | 491,470 " |
| Knees..... | 900 " |
| Masts..... | 44 " |

From the interior.

About 2,000,000 cubic feet.

I called on — Bellier, Esq., and also on O. Thyne, Esq. Both these gentlemen are importers here, and they informed me that the freight from the Baltic ports to Bremen averages 8 to 10 Bremen dollars per last of 80 English cubic feet. This is fully as high a rate as is paid from those ports to any part of England. The freight from Savannah and other Southern ports in North America to this place is \$17 to \$18 per 1,000 feet board measure. Such being the case, I cannot understand why Canada should not be able successfully to compete with those countries for the trade of Bremen.

I had a long conversation with Mr. Thyne, in which I endeavored to explain to him the qualities, sizes, &c., &c., of our timber. He requested me to give him the names of some of the Houses in Quebec, and that he would write to the captain of one of his vessels, then on her passage to New York, and instruct him to go round to Quebec to take in a cargo of lumber on his account. I gave him the names of some half dozen firms, any of whom I assured him would carry out any agreement they might enter into. I find that Mr. Thyne ordered a cargo, and that such cargo has been despatched, and trust it will give him satisfaction.

BREMEN

Is in latitude 53, 5 N., long. 8, 48 E., and about 50 miles from the mouth of the River Weser. Vessels drawing more than 7 feet of water cannot come up; but there is an excellent harbor at Vegesack, 13 miles below, where vessels drawing 13 to 14 feet come; and at Bremerhaven, 38 miles below Bremen, is a splendid harbor and docks, admitting vessels drawing 24 to 26 feet.

I left Bremen on the 1st June, returned to London on the 2nd, and arrived in Quebec 10th July, 1861. I trust that when you consider the variety and importance of the subjects which I was charged to report on, and the very limited time at my disposal, you will be satisfied that I have discharged the duties committed to me in a manner likely to result advantageously to the lumber trade of this country.

In conclusion, I beg to report (as it may be gratifying to you to learn) that since my visit to the continent of Europe, several cargoes of lumber have been ordered from Quebec by houses in the following places, namely:—

| | |
|------------------|----------|
| Bremen..... | Germany. |
| Antwerp..... | Belgium. |
| Dieppe..... | France. |
| Havre..... | “ |
| Honfleur..... | “ |
| Nantes..... | “ |
| Bordeaux..... | “ |
| Montpellier..... | “ |
| Cette..... | “ |
| Marseilles..... | “ |
| Toulon..... | “ |

And I have the satisfaction of recording my sincere conviction that these are only the introduction to an extended trade with these countries—the advantage arising from which will be felt in this colony in due course. In the foregoing remarks, I have had occasion to introduce the names of several noblemen and gentlemen, from whom I obtained valuable information, and I feel I should not present this report without bringing under your notice, in a particular manner, the following, who have not only afforded me all the information in their power, but were obliging enough to give me letters of introduction to others whom they supposed were in a position to render me the assistance I required in the attainment of the object in view:—

Monsieur le Baron Gaudrée Boilleau, French Consul in this Province.

UNITED KINGDOM.

| | |
|-------------------------------------|--------------------|
| Henry Sharples, Esq..... | Liverpool. |
| Edward Chaloner, Esq..... | “ |
| Messrs. Rankin, Gilmour & Co..... | “ |
| “ Duncan, Ewing & Co..... | “ |
| “ Farnworth, Jardine & Co..... | “ |
| M. I. Wilson, Esq..... | “ |
| Messrs. A. F. & D. MacKay..... | “ |
| Allan Gilmour, Esq..... | Glasgow. |
| Messrs. Donaldson & Rose..... | Aberdeen. |
| William Muir, Esq..... | Leith. |
| Messrs. John Hall & Co..... | Newcastle-on-Tyne. |
| William Burstall, Esq..... | Hull. |
| Charles Heaven, Esq..... | “ |
| Messrs. Wade, Sons & Co..... | “ |
| “ Gilmour, Rankin, Strang & Co..... | London. |
| “ Churchill & Sim..... | “ |
| Alexander Gordon, Esq..... | “ |
| Messrs. Mark Whitwell & Son..... | Bristol. |
| “ Barns & Sons..... | “ |
| “ Watson & Co..... | Cardiff. |
| James Martin, Esq..... | Dublin. |
| Messrs. Colvil & Auld..... | Belfast. |

FRANCE.

| | |
|---|--------|
| His Excellency Lord Cowley, British Ambassador, &c..... | Paris. |
| Monsieur Herbet, Conseiller d'Etat, &c..... | " |
| Monsieur Bossange..... | " |
| Monsieur M. Schevallier (Senator)..... | " |
| Monsieur Behic, Directeur du Service Maritime, &c..... | " |
| Monsieur Armand..... | " |

BELGIUM.

| | |
|---------------------|----------|
| — Kennedy, Esq..... | Antwerp. |
|---------------------|----------|

PRUSSIA.

| | |
|---|-------------|
| Lord Augustus Loftus, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary, &c. &c..... | Berlin. |
| — Blackwell, Esq., British Consul..... | Stettin. |
| — Plow, Esq., Her Majesty's Consul General..... | Dantzic. |
| Messrs. Albrecht & Co..... | " |
| “ Thomas Behrend & Co..... | " |
| — Hartsel, Esq., British Consul..... | Konigsberg. |
| — Gubba, Esq..... | Memel. |
| John Mason, Esq..... | " |
| — Campbell, Esq., British Consul..... | " |

All which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM QUINN,

Supervisor of Cullers.

N. B.—I deem it necessary here to explain an apparent discrepancy in the dates of my return to England and my return to Canada, and which was occasioned by my going to the Continent before completing my round of the United Kingdom, having left the West of England, Wales and Ireland to be visited after my return from the continent. My reason for this course I explained to the Department in my letter dated Paris, 26th April, 1861. In making up this Report, I was desirous of having all the remarks on the ports which I visited in the United Kingdom connected and continuous—hence my observations in reference to the Continent appear last in this Report.

RETURN

To AN ADDRESS, of the Honorable the Legislative Assembly, dated 7th April 1862, relative to Fishing Bounties.

| Claimants. | Vessels. | Amount. | Payment, or reason of refusal. |
|--------------------------------|-------------------------|-----------|--------------------------------|
| C Stewart | The John Stewart..... | \$ 206 00 | Paid. |
| do | do do | 228 00 | Awaits order in Council. |
| John Davis..... | do Ospray | 206 50 | Paid. |
| do | do do | 177 00 | Awaits order in Council. |
| Wm. Harbour | do Breeze | 180 00 | Paid. |
| do | do do | 180 00 | Waits O. C. |
| Wm. Baker..... | do Rambler | 153 00 | Paid. |
| do | do do | 153 00 | Waits O. C. |
| Wm. Annett..... | do Defiance | 195 00 | Paid. |
| Joseph Fripp | do Admiration | 138 00 | do |
| do | do do | 138 00 | Waits O. C. |
| John Ascab | do Highland Jane | 224 00 | Paid. |
| do | do do | 192 09 | Waits O. C. |
| P. Mulrooney | do Village Belle | 140 00 | Paid. |
| do | do do | 120 00 | Waits O. C. |
| F. Coffin <i>et al</i> | do Perseverance | 241 50 | Paid. |
| J. Suddard <i>et al</i> | do Violet | 136 50 | do |
| do | do do | 117 00 | Waits O. C. |
| H. Walsh & Bro..... | do Lord Douglas | 232 00 | Paid. |
| Wm. Baker..... | do do | 174 00 | Waits O. C. |
| John Howell & others..... | do Undaunted | 154 00 | Paid. |
| do | do do | 132 00 | Waits O. C. |
| F. Kennedy <i>et al</i> | do Temperance | 224 00 | Paid. |
| do | do do | 168 00 | Waits O. C. |
| C. Robson | do Aid | 84 00 | Paid. |
| J. Adams | do Orion | 78 00 | Waits O. C. |
| J. Ross <i>et al</i> | do Britannia | 268 00 | Paid. |
| do | do do | 235 50 | Waits O. C. |
| Geo. Miller <i>et al</i> | do Ranger | 123 00 | Paid. |
| do | do do | 164 00 | Waits O. C. |
| F. Savage <i>et al</i> | do Maria Primrose | 292 00 | Paid. |
| do | do do | 292 00 | Waits O. C. |
| G. Gagnon..... | do Pearl | 216 00 | Paid. |
| do | do do | 216 00 | Waits O. C. |
| E. Buzoldo..... | do Trial | 116 00 | Paid. |
| F. M. Lospérance..... | do Mary | 140 00 | do |
| do | do do | 140 00 | Waits O. C. |
| J. Joncas | do Syrene..... | 104 00 | Paid. |
| do | do do | 104 00 | Waits O. C. |
| G. Dionne..... | do Emedine | 144 00 | Paid. |
| do | do do | 144 00 | Waits O. C. |
| G. Mathurin..... | do Crocodile | 136 00 | Paid. |
| F. X. Joncas | do Swift | 124 00 | do |
| J. B. Jackes | do St. Laurent | 196 00 | do |
| O. Coulombe | do St. Lawrence..... | 99 00 | do |
| D. Gobeille..... | do Marie Frudente..... | 212 00 | do |
| P. Bolly | do Primrose | 160 00 | do |
| do | do do | 160 00 | Waits O. C. |
| E. B. Foswill | do Caroline | 320 00 | Paid. |
| Ovide Bolly | The Caroline | 320 00 | Waits O. C. |
| A. Cloutier | do Alliance | 280 00 | do |
| J. & T. Joufer..... | do Sophie | 116 00 | Paid. |
| C. de Brau | do Alphon sine | 92 00 | do |
| do | do do | 104 00 | Waits O. C. |
| P. Doyle | do Venetia..... | 132 00 | Paid. |
| do | do do | 132 00 | Waits O. C. |
| P. Vignaret | do Wide Awake | 168 00 | Paid. |
| do | do do | 168 00 | Waits O. C. |
| C. Corrier <i>et al</i> | do Eugenie | 204 00 | Paid. |

RETURN.—(Continued.)

| Claimants. | Vessels. | Amount. | Payment, or reason of refusal. |
|---|------------------------|-----------|--------------------------------|
| A. & C. Vignaret | do Eugenie | \$ 204 00 | Waits O. C. |
| F. Cornier | do John | 96 00 | Paid. |
| C. Arsineau | do Flora | 160 00 | do |
| G. Cornier | do Victoria | 212 00 | Waits O. C. |
| do | do do | 212 00 | Paid. |
| John Hammond | do do | 129 00 | Waits O. C. |
| A. Larsineau | do Marianne | 160 00 | Paid. |
| F. Arsineau | do do | 160 00 | Waits O. C. |
| P. Vignault | do Mary | 160 00 | Paid. |
| do | do do | 160 00 | Waits O. C. |
| P. Turbide | do Jenny Lind | 156 00 | Paid. |
| do | do do | 136 00 | Waits O. C. |
| W. Yeoman | do Ann | 180 00 | Paid. |
| R. Delaney | do Twin Brothers | 168 00 | do |
| N. Arsineau | do Lady | 112 00 | do |
| James Waldown | do do | 112 00 | Waits O. C. |
| G. Sire | do Breeze | 112 00 | Paid. |
| do | do do | 112 00 | Waits O. C. |
| D. Thorriane | do Temperance | 164 00 | Paid. |
| do | do do | 164 00 | Waits O. C. |
| D. Chaisson | do do | 228 00 | do |
| A. Cormier | do Triton | 105 00 | Paid. |
| L. Bourdreau | do do | 190 00 | Waits O. C. |
| J. Jomphe | do Archangel | 200 00 | Paid. |
| do | do do | 200 00 | Waits O. C. |
| Z. R. Snow | do Adelaide | 184 00 | Paid. |
| Damien Ridrand | do Onesime | 180 00 | do |
| do | do do | 126 00 | Waits O. C. |
| P. Richard | do Dolphin | 208 00 | Paid. |
| do | do do | 208 00 | Waits O. C. |
| J. Gourdreau | do Constantine | 112 00 | Paid. |
| P. Mabeo | do Pilot | 192 00 | Waits O. C. |
| Robert Pyc | do Flying Fish | 108 00 | do |
| B. Bourdreault | do Seal | 112 00 | Paid. |
| S. Bourke | do Mary Julia | 80 00 | do |
| J. & G. Dionne | do do | 212 00 | Waits O. C. |
| Dominique Gibson | do Esperance | 228 00 | Paid. |
| J. Fallancy | do Zelia | 144 00 | do |
| W. & E. J. Mann | do Sylph | 159 00 | do |
| Antoine Riverin | do Renard | 88 00 | Waits O. C. |
| C. & F. LeBlanc | do Laddie | 111 00 | Paid. |
| Chas. Patterson | do Pyper | 141 00 | Waits O. C. |
| J. Adams | do Coleraine | 140 00 | do |
| P. Nichol | do Annie Stacey | 104 00 | do |
| B. Weir & Co. | do Laurie | 84 00 | Paid. |
| E. Bugeold | do Emma | 88 00 | Waits O. C. |
| B. Poulicotte | do Louisa | 200 00 | Waits O. C. |
| F. Arsineau | do Marion | 160 00 | Paid. |
| F. M. Lesprance | do Eugenie | 184 00 | Waits O. C. |
| F. Cummins | do Ailsa | 123 00 | do |
| F. W. Terrien | do Annico | 180 00 | do |
| H. Boudreau | do Sarah | 92 00 | do |
| do | do Angelina | 160 00 | do |
| Total amount of claims paid | | \$9791 50 | |
| do sum of claims, to date, unpaid | | 8679 50 | |

Several of the Claimants above named, and the payment of whose claims await authority of an Order in Council, have not complied with the Law as regards the inspection of their cargoes under the provisions of the Fish and Oil Inspection Act.

ANDREW RUSSELL,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

Quebec, 8th April 1862.

ANNUAL REPORT

OF

PIERRE FORTIN, ESQ.,

Magistrate, in command of the Government schooner *La Canadienne*, engaged in the Protection of Fisheries, in the Gulf of St. Lawrence, during the season of 1861.

The duty of protecting and administering the law respecting the Canadian fisheries in the River and Gulf of St. Lawrence having again been assigned to the Government schooner *La Canadienne*, I took command of her in the beginning of May, in conformity with instructions given to that effect by the Hon. the Commissioner of Crown Lands; but as the schooner required repairs to her keel as well as to her standing rigging, she could not be got ready for sea before the 23rd of May.

On that day we left Quebec, bound for the Gulf of St. Lawrence, favoured with a very light westerly breeze. On the following days, we had changeable winds, and only reached Godbout River (the first place I had to visit on the North shore of the St. Lawrence) on the morning of the 26th.

Godbout River is known to be, after the Moisie and Natashquan, one of the best rivers on the North shore; it is full of the finest kind of salmon and trout. An overseer has been stationed there to force the fishermen and Indians frequenting the locality to observe the laws and regulations enacted with the view of preserving these valuable fish.

This officer had had, the year before, ground of complaint against certain parties for breaking the laws and regulations. Warrants had been issued to arrest the guilty, and many of them had been punished in accordance with the provisions of the law.

But two Indians accused of having fished within the limits of Mr. Holliday, the lessee of the river, had always succeeded in escaping the law, and I had received instructions from the Government to have them arrested by my constables and brought before me.

As in preceding years, these parties ran away upon the schooner coming near the place, and, favoured by the woods, escaped our search.

I assembled the few Indian families then at Godbout, and after giving them communication of the principal clauses of the Fisheries Act, which I required them to observe, I showed them that they ought to be more interested in the preservation of salmon and trout than any one else, since these fish during the season of trapping in the interior, become one of their principal means of subsistence, and in the meantime, I made them understand that though the guilty Indians had escaped once more, they would be arrested sooner or later, and that if they were again to become guilty of any violation of the law, they would be visited with the heaviest penalties provided by the regulations.

All the Indians whom I met there promised to conform strictly to the fishery regulations, and this promise has been strictly kept; for it appears from the overseer's report that there was no infraction whatever of the law in the Godbout, in 1861.

I next marked with buoys an anchoring ground for small vessels frequenting this locality for the purpose of cod-fishing, and in conformity with the powers vested in me, made

regulations for the said anchoring place, and appointed Mr. Antoine Blais to be guardian of the Godbout River Harbour. The ice left the river on the 12th of May, a few trout had already begun to ascend it, but no salmon. The sand eel (*alencon*) had appeared on the coast about three weeks before.

The next day I went to Trinity Bay, and there took cognizance of a complaint made by Mr. Meade against Alexander Comeau, Esq., stating that the latter had built a house and hangar on his property. I visited the spot, examined the boundaries, and concluded that Mr. Comeau's house was outside of the easterly limits of the lands of the heirs Poulin, of whom Mr. Meade is agent, and that the hangar in question has been erected on Trinity Point, upon rocks covered at high tide, and consequently could not be considered as part of the complainant's property.

This business being concluded, I gave orders to start for Seven Islands, but the easterly wind which had been blowing since morning would not permit us to go very fast, and at night the gale obliged us to anchor under the lee of Egg Island.

In the evening of the 28th, the wind having changed to the N.N.E., we sailed, and the next morning anchored in the Bay of Seven Islands.

I immediately set about installing Mr. John Gough Smith as Collector of the new port of entry at Seven Islands. This gentlemen had come down with me from Quebec, to which place I was instructed to bring him back in the fall when *La Canadienne* would return to winter quarters.

I ordered Mr. Hardy's men to give him possession of the house and buildings formerly occupied by the Hudson's Bay Company, which Mr. Hardy had rented from the Government, since the King's Posts, of which the Seven Islands form part, had ceased to be leased to that Company. Mr. Hardy having neglected to fulfil some of the clauses of his contract with the Government, had lost his right to the occupancy of this important post. Before the day was over, the Collector was settled in his new quarters and his office opened. The masters of two Canadian schooners, about to trade on the Labrador coast, immediately took advantage of the facility offered to them to trade in the Gaspé free port limits, without going to Gaspé basin, and proceeded at once to take out their license. This circumstance afforded immediate proof that this new port of entry established by the Government would be of the greatest utility to our schooners from Quebec or the lower parishes carrying goods in bond either within the limits of the free port, or out of the Province. Had it not been for the establishment of a port at Seven Islands, these schooners which were going as far as the Straits of Belle-Isle, or perhaps to the River Moisie only, or which were consigned to the neighbourhood, would have been obliged to visit Gaspé; this would have increased the length of their voyage by several hundred miles. The navigators, traders and fishermen should certainly be grateful to Government for having established a port of entry on the North shore, and for having given so much facility to the trade between the centre of Canada and the North shores of the river and gulf of St. Lawrence. I perceived with satisfaction that the spring herring had entered the Bay of Seven Islands in great numbers, and during the two weeks previous Mr. Hardy's fishermen had been taking from 20 to 60 barrels a day, by means of a hurdle fishery placed near the point of the post. This fishery is a great resource for the inhabitants of the locality (for the Indians especially), if they knew how to take advantage of it.

On the morning of the 30th we anchored opposite Moisie River. The weather being fine, I took advantage of it to mark an anchoring ground in the Moisie River by placing a number of buoys, and to determine the limits of four new salmon fisheries which I had received instructions to lease; I afterwards visited the fishing establishments.

The ice came down this river as late as the 12th of May. Salmon were beginning to enter the estuary, codfish were seen on the outside banks and near the shores three days before, and capelin was also taken in great quantities near the shore. At 11 p. m., I went on board, we immediately set sail, and the next day at 2 in the afternoon, entered the harbour of Mingan. I at once communicated with Mr. Anderson, the Hudson's Bay Company's principal agent on the North shore of the Gulf of St. Lawrence, and placed him in possession of the instructions I had received from the Government relative to the salmon fisheries of the Seigniory of Mingan, of which the said Company had, for many years, obtained a lease at a high rate, from the proprietors of the said seigniory. To my offer of leasing to him all the salmon fisheries of the said seigniory, he gave the following reply:

MINGAN, 31st May.

P. FORTIN, Esquire.

SIR,—Having received your favour of this day, I beg to state that the offer of the Assistant Commissioner of Crown Lands to grant to the Hudson's Bay Company nominal licenses for all the rivers as far as Agwann's, was received by me on the 29th instant, and exclusive of this injustice towards the poor people who have relied on the permanence of their stations from the licenses granted to them, it is utterly impossible for the Company to undertake to fish these rivers at such a short notice.

I beg therefore to state, that we shall only occupy the stations we have licenses for last year, and that, as soon as you possibly can, you should visit the river St. John and rectify the affairs there.

Yours, &c.,

JAMES ANDERSON,
Chief Factor, Hon. H. B. C.

Mr. Anderson's reply settled the question for this year, and I had nothing else to do but to give him the same licenses as in the preceding years. Mr. Pierre Tanguay, of Long Point, Mingan, laid a complaint before me against a fisherman of the same place who had damaged his house, but the party being absent, the case was postponed till my next visit to Mingan. Moreover, I was in a hurry to reach the Magdalen Islands. Mackerel fishing in the Bay of Plaisance must have already commenced, or was on the point of beginning; and the presence of *La Canadienne* was necessary there. I therefore did not make a long cruise on the North shore, and on the 1st of June, at 3 o'clock in the morning we started for the Magdalen Islands. Our progress was retarded by a calm; nevertheless, on the morning of the third, we anchored in the Bay of Plaisance.

Mackerel fishing had not begun yet, but schooners from Nova Scotia, New Brunswick, and the United States fitted out for that purpose, were already in Amherst Harbour, and some fishermen had set their nets in the bay. But there was as yet no sign of mackerel.

The herring fishery had commenced at the usual time and continued from the 1st to the 20th of May. 300 schooners from the neighbouring provinces had collected in the Bay of Plaisance to fish for herring with seines, but they had not all been successful.

It is true that the fish had been as plentiful in the Bay of Plaisance as in previous years, but the frequent gales had caused high seas on the shores, which did not give the fishermen an opportunity of prosecuting their labour with much chance of success; moreover, so many seines were thrown out together, when large shoals of herrings appeared at the surface of the water, that they got intermixed, and consequently many fish escaped and were lost to the fishermen. This accounts for a great number of the inhabitants of the Islands not being able to lay in their complete stock of herring for the winter. The way to remedy this evil would be to pass a regulation forbidding any other seine to interfere when one might be already engaged in catching a shoal of herring.

On the 4th instant, I sent my first officer, Capt. Bernier, to visit all the schooners in Amherst Harbour. He left in the hands of each master a copy of the fishery regulations for the Bay of Plaisance, and in the meantime I caused a buoy to be placed in the bay, indicating the line, east of which, in virtue of the said regulations, fishermen are forbidden to set any kind of nets.

This is done with a view to secure to the navigation free access to Amherst Harbour, to give to the shoals of mackerel access to that part of the bay, free from all nets, and at the same time to allow them to come near the shores, for the purposes of depositing their ova, without any obstacle preventing their so doing.

On the morning of the 5th, Mr. Joseph Bourque, of l'Etang du Nord, came and informed me that the night previous foreign sailors, to the number of eight or ten, and very likely belonging to some schooner anchored the night before, under shelter of Cap aux Meules, had on the preceding evening forcibly entered his house, and after having assaulted him several times, and threatened to take away his life with a knife or dagger in the hands of one of the party, had stolen a certain quantity of goods which he, the said Joseph Bourque, had saved from a wrecked vessel, the *United States*, and which had been given to him by the Customs officer of Amherst Harbour as his share of the salvage; moreover, men's and women's clothing belonging to his family, and other goods, worth in all about \$200; unhappily he could not identify the robbers as belonging to any particular schooner.

Having taken his deposition, we immediately weighed anchor and started in pursuit of the schooners which had passed the night previous under shelter of Cap aux Meules, some of which we could see under sail going out of Plaisance Harbour.

I stopped and visited the schooners *Stacey*, *St. Lawrence*, *Village Belle*, and *Sarah and Julia*; this last vessel was still at anchor, and as several of her crew were suspected of belonging to the gang of robbers, I delayed her till the next day.

I caused a rigorous search to be made in the hold and cabins, but without any result. Mr. Bourque and his son who were on board examined all the men of the crew, one after the other, but could not identify any one as having committed the robbery the night previous. Moreover, the captain assured me he had had no knowledge whatever of the robbery in question, but he told me that two small schooners, whose name he did not know, also anchored the night previous at Cape aux Meules, and had started at morning twilight under full sail towards the Island of Cape Breton, favoured with a fine West North West breeze. But they had been out of sight for many hours past. I afterwards went to the Havre aux Maisons to see if I could collect more direct information. The only thing I could find out was that the day after the robbery, two small schooners had left Cap aux Meules between four and five o'clock in the morning, and that they were very soon out of sight going towards the Island of Cape Breton. Evidently the suspicion of the robbery must fall upon those schooners, but I neither knew their name nor the place to which they were bound. During my stay at the Magdalen Islands, I used every exertion to discover a clue to that robbery, but without any result.

On the 7th I was occupied with two charges brought by Alexander Cormier, Esq., against two inhabitants of the Island, for having disturbed a meeting of the Municipal Council of the Islands. On the 12th and 13th I heard several witnesses in both cases, and on the 14th being obliged to start for Percé, I postponed the hearing of the remaining witnesses to my next visit to Magdalen Islands.

In conformity with instructions received from the Bureau of Agriculture and Statistics, and as census Commissioner for the Magdalen Islands, I appointed census officers to take the names in the different Islands, as also to collect all other necessary information; and I was obliged to convey one of my census officers to one of the most distant islands of the group. In order to be able to make a complete and exact census, I myself visited the different villages and requested the inhabitants to answer all the questions which would be put to them by the census officers, and to give all the information required from them; and I had reason to be well satisfied with the zeal shewn by the persons employed to take the census of the Islands: for, besides the ordinary statistical information with which they filled the columns of the forms I furnished them with, they filled up other columns shewing the number of vessels and fishing craft of the Islands, the quantity of fishing tackle and of different kinds of fish taken in 1861, &c., &c. This information was the more necessary because, up to this date, all we had upon this subject was taken from the Customs Report, in which only the quantity of fish exported from the Magdalen Islands was stated, without taking any notice of thousands of quintals of fish used by the inhabitants themselves.

Meanwhile, I had taken all possible precautions with a view of enforcing the fishery laws as far as they apply to the Bay of Plaisance, and to a certain extent I succeeded.

A certain number of nets which were, on my arrival, located in contravention of the law, had been drawn out of the water and set further out in lawful places, but many remained in that part of the Bay which, according to the regulations, was to remain free and open, and it was very difficult, in fact almost impossible, to find out the proprietors of those nets. I then had recourse to the means provided by the law, that is to say, I had them taken away by my men who put them inside the limits marked by the buoy that I had caused to be placed there a few days before upon the spot indicated by the clauses of the above-mentioned regulations. This labour was difficult and very toilsome for my men, for they had to draw out of the water nets from fifty to sixty fathoms in length, kept down to the bottom of the water by stones of some hundred pounds weight. Notwithstanding that, on the 11th, there were but few nets in the channel, when Capt. Bernier, who had command of one of the boats engaged in moving the nets set in contravention of the law to the place I had indicated to him, was assaulted by a Nova Scotian fisherman named Joseph Hunson, whose nets had been that very day removed by my men. He had thrown large

stones at the captain, one of which struck him on the head and inflicted a serious wound, from which flowed a great quantity of blood. Fortunately, I was there to dress the wound in time and in a fitting manner. One of the canoe-men had also been struck by Hunson, without however being wounded. Immediately after having taken cognizance of this unfortunate occurrence, I caused Hunson and one of the men who accompanied him in his boat, to be arrested and put on board under safe guard. The next day, they appeared before me, and Hunson's accomplice, against whom there was no proof, was set at liberty. Hunson admitted the charge. Upon this I offered to take bail, for his appearance at the next County criminal term, at Percé, and as he could not find two solvent persons to become security for him, I made out a warrant of commitment, the execution of which was entrusted to one of my constables.

More than twenty other schooners had joined those which I had found at Amherst on my arrival at the Magdalen Islands, and at least ten thousand nets for mackerel had been set in different parts of the Bay of Plaisance and near Grindstone and Entry Islands. All this fishing apparatus well anchored with heavy stones was set in the most favourable manner to catch the greatest possible number of mackerel, and the arrival of this fish was waited for with great impatience. But the fish, contrary to the fishermen's expectations, appeared in the Bay of Plaisance only in small numbers, and were really abundant for a few days only. Some fishermen, more favoured than the others, had taken enough to reimburse their expenses of fitting out; unfortunately it was not the same with the greater number; the produce of each of their nets having scarcely reached two barrels, and the season for this kind of fishing was entirely over.

Accordingly, on the 14th of June, the day I left Magdalen Islands, nearly all the nets had been taken up, and a great number of schooners had already gone.

Codfishing was very successful at l'Etang du Nord on the South of Amherst Island, and at Old Harry. The schooners easily obtained from two to four draughts a day.

During my different visits to Amherst Harbour, I ascertained that Mr. Cassidy (the guardian of Amherst Harbour) had fulfilled the duties of his office; and that nobody had been guilty of having, as formerly, thrown ballast or other noxious matters into this basin, which is so well protected from all winds, but a little difficult of access on account of rocks. A sand-bank also partly obstructs its entrance.

It is with the greatest pleasure that I mention this result, the more so because if this harbour should become impracticable (which would soon occur if ballast was permitted to be thrown into it as formerly), it is only with the greatest difficulty that the codfishery could be carried on in the Bay of Plaisance; there being no shelter against the East and North-East winds.

It is known that Amherst and Le Havre aux Maisons are the only two harbours at Magdalen Islands used by the trade.

The Magdalen Island schooners had been as usual seal hunting on the field ice of the gulf, and had returned to their fitting-out places without having sustained any loss or damage, but also without having brought back many of the skins of these animals. The ill-success of their trip was owing principally to the bad weather encountered by the sailors during their adventurous campaign, and also to the small number of seals which appeared.

On the 14th of June, we left the Magdalen Islands, and the next morning anchored at Percé, where I caused the prisoner Joseph Hunson to be put in jail.

The codfishing which gave excellent returns had begun on the 29th of April; our fishermen had used herring as a bait for their lines till the 8th of June; then capelin in its annual migratory journey from the ocean to the coasts of the Gulf of St. Lawrence, had made its appearance to the great joy of our fishermen. These small fish are a safer and more tempting bait for cod than herring.

The purpose of my journey on the Gaspé shores was to lease, as usual, all the salmon fisheries of the district; to inspect them, in the meantime to keep a watchful eye on them, and to maintain public order and tranquillity in the sea harbours and on the shores. My duties extended over a length of at least one hundred and fifty miles of shore; I had to enter all the rivers and visit almost all fishing apparatus set in them, and at the same time see the fishermen and receive from them the price of their licenses.

In spite of all possible expedition, I was engaged in this work for 21 days.

On the 17th I went to Malbaie and visited Barachois River, which I ascended to the

distance of 3 miles from the sea. At this place there are falls 10 feet high. Some feet below, Mr. Duncan Robinson has built a mill dam, and this dam being an insuperable obstacle to the passage of salmon, he had attached to it last year a *migration pass* which the spring ice had carried away, but which he promised me would be replaced as soon as the water should be a little lower; for as the waters were at the period of my visit, it was impossible to work at the dam.

This Barachois River is narrow and in some parts shallow, but the water is very clear. No salmon nets are set in it. All the apparatus used for catching this fish is placed on the outer bank.

On the 18th we entered Gaspé Basin, where we remained till the 25th. During this period I granted licenses for the fisheries of the rivers St. John, South West, North West and of the Peninsula.

I fined a fisherman, on the North West river, and confiscated his net for having set it contrary to law.

There were at that time in Gaspé Basin many ships, brigs and schooners, some from Europe with goods and salt, and some employed in the fisheries.

The French frigate *La Pomone* was also there; her commander, le Marquis de Chavance de Montagnac, was on a visit to Canada, and his vessel was there waiting for him. The inhabitants of Gaspé gave a hearty and friendly welcome to the officers and crew of the frigate, who on their part were so polite and hospitable, while the sailors, when ashore, behaved themselves so well that all felt sincere regret at their departure.

On the 25th I stopped a few hours at Douglstown, and the next day, I went ashore at Grand River.

I leased the fisheries of this river and those of Little and Great Pabos Rivers; and on the 27th I went to Port Daniel, where I likewise gave licenses to the fishermen of the place.

On the 28th we dropped anchor in Paspébiac Harbour.

In all the rivers I had just visited, with the exception of those of the South-West and North-West, salmon fishing had produced but ordinary results. On the contrary, cod was abundant on the shores.

In Paspébiac Harbour I found the usual number of vessels belonging to the firms of Robin and Le Boutillier.

I was told that the fitting out for the codfishery on the North shore was on a larger scale than in previous years.

On the 29th we anchored at Bonaventure, where I at once laid down the limits of the salmon fisheries in the river; and in accordance with the instructions received to that effect, marked the limits of places set aside for salmon spawning grounds. The lower limit is opposite Duval River, and the upper one at the head of the stream. I visited the Indians at their camp, and forbade them to fish in the river higher up than the limit of Duval River, to which order they promised obedience.

On the 1st of July we went to New Richmond where I met Mr. Dimock, overseer of the Cascapédiac and Bonaventure Rivers, and from him and from Mr. Charles Coal, obtained the following information respecting the two rivers of Cascapédiac.

The Grand Cascapédiac takes its rise in a lake of the same name, of about two miles in length by a mile and a-half in breadth. This lake is about 75 miles from the mouth of the river, and is fed by a little river, which may be considered as the main river Cascapédiac, and takes its rise in the *Chichac* mountains, about 30 miles inland.

At two miles below the lake, the river Cascapédiac is only twenty yards in breadth. From that place, it widens by degrees, till it reaches at its mouth a breadth of about five hundred yards. There are no falls on this river, but a great number of rapids, which nevertheless do not prevent it from being navigable for wooden and bark canoes. The water is very clear and limpid. Numerous islands, covered with the finest trees of the country, such as elm, ash, maple, white and red birch, and beech, all growing upon alluvial soil, are met with in almost the whole of its course, and together with its shores sometimes steep, sometimes gently sloping, and covered with rich grass, contribute to make this river one of the most picturesque in Canada. Moreover it affords two sources of wealth of the greatest importance. On its banks, which are covered with one of the richest soils, timber of the most precious kind is found—yellow pine, cedar, tamarack, spruce, and birch, which have

given rise to a considerable lumber trade for above fifty years past. The fisheries have, since the settlement of the country, become highly noted, and it is known that the salmon exported from the river is the finest in Canada. It appears that salmon do not go as high as Lake Cascapedia to spawn. It is true they have been seen in Miner's Brook, a stream which falls into Cascapedia River, very near to the lake, but more frequently in the creeks and pools where the water is deep and still, at 3, 6 and 7 miles further down, there they are found in great number, and choose favorable places to deposit their ova. Mr. Coal, one of the inhabitants of New Richmond, and who knows the river best, told me he had seen there hundreds of salmon in the act of spawning, and when he returned in a few days he could see at the bottom of the water the gravel partly covered with eggs.

This river is in every respect very favourably situated for the preservation and propagation of salmon, and with the protective system enforced and followed up for the last few years by the Government, we may expect that the salmon in this river will increase tenfold during the next twenty years. I must add also that the trout there is very large, of fine quality, and very abundant.

As it may be important to excursionists, who might be tempted to ascend this interesting river during the fine summer season, to possess an accurate knowledge of places situated on its banks, I will give a list of the most remarkable spots, with the respective distances from its mouth.

| | |
|--|------------------------|
| Picapico Mountains..... | 14 miles from the sea. |
| Turners' Brook..... | 2 " higher up. |
| Montmorency Falls (in a brook)..... | 2 " " |
| Jonathan's Brook..... | 3 " " |
| Tracadie..... | 3 " " |
| Charles Vallée's Brook..... | 4 " " |
| Square Fork..... | 5 " " |
| Indian Falls (rapids)..... | 1½ " " |
| The confluence of Cascapedia River (properly speaking) with the Salmon branch..... | 9 " " |

48½ "

Salmon Branch is a tributary of the Cascapedia, and takes its rise west of the *Chic-chac* Mountains. It runs towards the East and joins the principal branch at the above-mentioned place. I could not positively ascertain if much salmon ascended it; nevertheless, from its name, it must be inferred that it now does or formerly did abound with fish.

It is less considerable than the main branch. Little Cascapedia River runs parallel to the Grand, and at the distance of only about four or six miles Eastwards; but it is far from being of the importance of the former. There are but few salmon seen in it, but, on the other hand, plenty of trout.

Its two branches unite at twenty-two miles from its mouth. The following are the best known places, with their distance from the sea.

| | |
|-------------------------------------|-----------------------|
| Cap Brulé's Brook at..... | 4 miles from the sea. |
| Mill Brook..... | 10 " " |
| Red Pine Mountain..... | 16 " " |
| Confluence of the two branches..... | 22 " " |

The spawning grounds for salmon as well as trout, are a little above the fork formed by the junction of the two rivers, and even extend as far as Mill Brook.

This river also takes its rise in the *Chic-chac* Mountains.

These two fine rivers, the Grand and Little Cascapedia, fall into the fine bay of the same name, which is not less than nine miles in breadth, and on the shores of which are the two important parishes of New Richmond and Maria.

After having given licenses to the New Richmond fishermen, I laid down the limits of the spawning grounds in each river, and instructed Mr. Dimock to place stakes to indicate to Indian fishermen the limits of such grounds; at the same time, I gave notice of what had been done by notices which were read to the Indians and posted in different places.

On the 2d of July, I leased the salmon fishery at Maria; on the 3d I did the same thing at Carleton, and on the 4th on the Canadian side of the Ristigouche. Nowhere did I meet with any difficulty. There did not seem to be much salmon fishing in Cascapedia River and in the Bay of Carleton; it was better in Ristigouche River.

In Chaleurs Bay, cod had not been seen in as large quantities as in preceding years, and it may be said that up to this date, the codfishery had been but middling; whilst the herring fishery had been almost everywhere very successful.

Having brought to a close all my business in this locality, I steered my vessel towards Percé, where we anchored on the morning of the 6th, and left that place two hours afterwards, bound for the North shore of the Gulf, where we arrived the next day. The following day we anchored at the river St. John, the salmon fisheries of which I took two days to rent. Salmon had been more abundant than ever, and the fishermen had already secured double the quantity of previous years.

The overseer of the river, Mr. Joseph Beaulieu, had, a few days before, ascended the river up to thirty miles from its mouth, and had found all the fishing apparatus set according to law. Nevertheless, I had to fine two parties from St. John for having fished in the estuary, one without license, the other with a net too near his neighbour. On the 10th we touched at Long Point and on the 11th at Mingan.

On the St. John's shoals, codfishing, which had commenced three weeks previous, had given very satisfactory results. Caplin and sand-eel were abundant near the shores. On the Mingan shoals fish was not so abundant.

On the 11th we started for Natashquan, which, place owing to easterly winds, we could not reach before the morning of the 13th.

The first thing I had to occupy myself with at this place, was a complaint lodged by Mr. Edouard De Laparrelle, against Edward Quigley, junior, and others, for theft of goods from a wrecked vessel. I issued a search warrant, and my constables found the goods in Quigley senior's vessel. I immediately caused him to be arrested with his accomplices, and I had them brought on board. On the days following, I took the depositions of several persons who had had knowledge of the affair, and as proof was not wanting against the accused, I issued a warrant of commitment against them, which warrant was put into the hands of one of my constables.

The prisoners were to be carried on board *La Canadienne* to Percé jail, the nearest place from the locality where the offence had been committed.

Two other cases came before me: Paul Vignault against Samuel Foreman. The latter was accused of having fished in the limits of the salmon fishery of Mr. Vignault, who had taken a license from the Government for the same. It was proved that the offence had been committed. The defendant was sentenced to pay a fine of twenty dollars, and I confiscated his net which had been used in the perpetration of the offense, and a barrel and three-quarters of salmon taken therein. The second case was that of Robert Stanley against Samuel Foreman, the same case as the preceding. Judgment, twenty dollars fine. These two sums were immediately paid.

In Natashquan Harbour a number of schooners were engaged in codfishing, which, this year, had been more successful than ever. A greater quantity of fish had never been seen on the shores. Mr. De Laparrelle's schooners had taken during many consecutive days from 12 to 17 draughts (a draught weighs 238 lbs.) and, the fish is weighed only when the head and intestines have been removed, that is to say, when it has been reduced one-fourth of its entire weight. In all the fishing establishments the stakes bent under the weight of the thousands of fish placed on them to be dried by the sun.

Unfortunately the weather had been very unfavourable for these operations since the beginning of the fishing season; rains and fogs had been very frequent, and but a few hundred quintals of codfish had been stored with safety in the proper hangars, after having undergone all the process of preparation. It was always hoped that they would have had westerly winds, and that then they would have had dry weather and a warm sun, this being for our fishermen the most propitious weather for the drying of codfish.

On the evening of the 16th we prepared to sail, in order to carry the prisoners to Percé, which place we reached on the evening of the 19th, when Quigley and his accomplices were put ashore and lodged in jail.

The next day we started for Gaspé, where we dropped anchor on the 21st. In

those places, which I had previously visited, and where I had collected much information public order and tranquillity had not been once disturbed.

Codfishing, although very successful in the beginning of the season, had diminished during the previous week, on account of the scarcity of bait, capelin having become scarce, and squid which is one of the most tempting bait for codfish, not having yet made its appearance. The weather had been very rainy.

On the 23rd I had to take into consideration, at Gaspé, a good many cases of desertion of sailors from an English schooner, the *Electra*, William Vesey, master of the said schooner, being the complainant. Four of his sailors, on proof of their guilt and on their refusing to return to their vessel, were, in virtue of the Imperial Act, sentenced by me, three to six weeks, and the other to four weeks imprisonment. They were kept on board under charge of one of my constables, and, on the next day I carried them in *La Canadienne* to Percé jail. All the fishing apparatus had been taken up in the Gaspé Rivers, and the fishing had been very remunerative. About the same time, the fishing overseer at Malbaie reported that Mr. Robinson had caused to be constructed a fishway, according to the requirements of the law, on his mill-dam, in Barachois River.

On the 25th we started for a second visit to the North shore of the River St. Lawrence, and were enabled on the next day to reach Moisie River, in spite of a very thick fog.

Codfishing in this locality had produced the best results, since the 8th of June. Such a quantity of fish had never been seen on the shores of Moisie Bay, and especially opposite the mouth of the river.

During a few weeks fishing, boats had often been seen returning to the harbour, after only four or five hours fishing, with from 100 to 1000 codfish of the finest quality.

Salmon fishing was not less successful, and according to all the fishermen of the neighbourhood, Mr. Holliday had never made so much profit with the river as this year.

Some breaches of the fishery laws had been reported to me. A fisherman, residing at Moisie, was fined eight dollars for having taken Salmon and Trout in Mr. Holliday's limits. A cod-fisherman was likewise fined five dollars for having thrown fish offal into the river. Many other fishermen, according to the overseer's statement, had been guilty of the same offence, and complaints were laid against them by Mr. Chisholm; but as it was impossible to obtain proof of their guilt, they were acquitted.

The master of the schooner "Sea-Slipper," from Halifax, had, during many weeks, openly violated the fishery law in Moisie River, by throwing fish offal into the water where his vessel was anchored; and this stranger deserved an exemplary punishment, having, the year previous, being guilty of a similar offence. But he had left a few weeks before my arrival at Moisie, probably to return to his port of out-fit, at Halifax. I, nevertheless, kept a note of the complaint laid against him, for the chance of falling in with him somewhere during the twelve months following the day of the offence, intending to punish him as he deserved.

On the morning of the 28th, I visited the standing deep water fishing apparatus, set during the past two years, by Mr. D. Tétu, on the Moisie bank. This year it was placed across Pointe de Bois, at more than a mile from the mouth of the River Moisie, and became a ground of complaint to Mr. Holliday against the proprietor, on account of salmon having been taken in it. I have thought proper to reserve it for the consideration of the Honorable the Commissioner of Crown Lands; and with this view, I will give a description of the said fishery.

It is composed of a net set perpendicular to the shore, but not touching it (it may be about one hundred and twenty yards distant from it), and it is three to four hundred feet in length extending seaward. At the termination of this is the fishery, which is composed of a series of chambers composed of nets of two, three and four inch meshes, opening one into the other. It is in these chambers that the fish being stopped in their course by the cross net get caught, as they believe that by going outwards, and at the same time following the net, they will escape the snares set with such skill by the fishermen.

Reaching the last chamber which is the largest, the fish of whatever kind, are really imprisoned; the opening which communicates with the preceding chamber being made in the form of a funnel, the narrow part of which is turned towards the last chamber which

if a few individuals may chance to find, they swim about for a while but always get back into the last. It is to be remarked that all the lower part of these chambers is made of net fixed to the bottom of the sea, and so well joined to the sides of the chambers that the fish can find no other outlet than the communication between them.

These chambers being from fifty to sixty feet in diameter, the fish when not in very large quantities, can swim easily in them, and live in them during many days, and even weeks, and they have a great advantage over the fisheries in which the fish are caught by the meshes of the nets, because in the latter they very soon die of suffocation; the threads of the meshes pressing so heavily upon the throat that the muscles, giving motion to the gills, cannot work, and the act of respiration is stopped. And if they are not very soon unmeshed, at least during the twenty-four hours following their capture, they spoil, and will not keep, even in the strongest pickle.

When the fish in the last chamber are to be removed, the door of communication with the other chambers is closed, by means of a cord; then with pulleys the bottom is raised, and they are taken out with large mesh-scoop nets which are drawn out a moment afterwards full of all the kinds of fish frequenting the places where the apparatus I am speaking of are set.

This fishery is evidently very ingenious, and works well; but it is very expensive, and to be well set and able to resist the sea, it requires a considerable apparatus of cables and large anchors. When I visited Mr. Tetu's fishery, he had already taken in it from fifty to sixty thousand codfish, exclusive of herring and other fish.

On the 28th in the afternoon we dropped anchor near Cape Charles, situated at a distance of 15 miles, eastward of the River Moisie. We had been called there to give help to the schooner "Gleaner," belonging to the firm of LeBoutillier and Brothers, which had been wrecked during the night of the 26th, on the reefs of Cape Charles Point.

During the evening I went with Captain Bernier and seven men on board the "Gleaner," and found her in a very dangerous position; nevertheless, we prepared to go on board again the next morning at high tide, to try and float her by throwing all her ballast overboard, intending then to tow her into a safe harbour. But we had not calculated on a storm. Indeed, we were hardly on board our own vessel, when an easterly wind sprang up, a thick fog completely concealed the shore; and the next day, our anchoring place being no longer sheltered from the easterly winds, we were obliged to make sail. It was only on the following day that we could approach the land. We were then off Bersimis River, and soon after we anchored at the entrance of Outarde Bay, from which place I went in a canoe to the post at Bersimis.

I remained three days at this place, taking the census of the inhabitants of this important station and of the neighbouring posts, and also collecting useful information on the fisheries of these localities, it being the first time I had been there.

It is known that Bersimis is one of the Hudson's Bay Company's trading posts, and is inhabited by no less than seven hundred Indians. The buildings are a fine Catholic church, the house and stores of the post, and about ten houses which the Indians have built. The greater part of them still live in bark tents, which they fold and carry with them in the fall when they begin their wandering excursions in the interior to hunt for furs.

There is a resident priest at Bersimis, the Reverend Father Arnaud, missionary to the Montagnais Indians for the north shore of the River and Gulf of St. Lawrence.

During summer the Indians hunt such game of all kinds as visit every year the shores of the Gulf, principally the harbour seal, with the fat of which they make the seal oil of commerce; and sell it either to the Hudson's Bay Company, or to traders from Lower Canada or the Lower Provinces.

Bersimis River is very well stocked with fish; salmon are seen by hundreds. But nobody fishes in it with nets, the strong currents, great depth of the River, and moving sand banks found at its mouth, affording no facility to set nets under favorable conditions for catching salmon.

According to all the information I received, the Indians had observed the Fishery regulations.

At noon on the first of August, we left Bersimis, and in the evening anchored at Godbout. The next day I saw Mr. Blais, the overseer, and with much satisfaction

learned from him that, in the whole of his division, not a single clause of the Fisheries Act had been violated. This I consider to be a satisfactory result, especially after the difficulties we had had with the Indians.

On the same day, I went to Trinity and to the Ragged Islands, near Pentecost River, and received favorable reports as to the order and tranquillity prevailing there. In these two places, our fishermen had had but little success in the cod-fishery.

No American schooners fitted out for the mackerel fishery had yet been seen on the north shore; they would have done nothing, the fish having scarcely been seen.

On the 3rd, I went ashore at Cape de Chatte, where I examined the mill-dam built about six miles from its mouth, and found that a fishway had been constructed on it; with a good flow of water, over which the salmon and trout can ascend without much difficulty. Mr. Joseph Landry, one of the neighbouring farmers, assured me that he had seen, a few weeks before, a full grown salmon a mile and a half above the dam, which had ascended by means of the fish-way. There seemed no doubt whatever that before the end of the season, the spawning grounds of this pretty river will be covered with salmon, depositing their ova, and that before many years are past, there will be as many fish as formerly. We have the more reason to anticipate this favorable result that according to the report of Mr. Roy, magistrate of the locality, no salmon have been this year taken in the River of Cape de Chatte, either with the spear or by any other unlawful means.

Walking along the banks of the River of Cape de Chatte to reach the above mentioned mill-dam, I could not help noticing the fine meadows, and the fine fields of wheat, oats and barley I went through. Really, one is astonished to find at such a distance from the centre of the country, and in a locality which within a few years was comparatively unknown, and believed to be generally unfit for cultivation, so rich a soil, covered with splendid forests where all the best kinds of timber are found, and a climate which, if not milder than that, is at least as good as that of the parishes near Quebec.

The parishes of Cap de Chatte and of St. Anne des Monts, six miles below, with their thousands of acres of land on the road leading from the settlement on Cape de Chatte River to that of Matane, offer a wide and profitable field for colonization. It must be borne in mind that there is a carriage road along the River St. Lawrence between Rimouski and St. Anne des Monts. The distance from Quebec to Rimouski is 150 miles, from Rimouski to Matane 50 miles, and from thence to St. Anne des Monts 45 miles.

In the afternoon of the 4th, I went to St. Anne des Monts. I met there the salmon fishermen, and granted them licenses for the fishing stations in the River St. Anne. The Fishery laws have been well observed in this locality. Salmon had been more abundant there last year, while codfish had been seen on the shores only in small quantities. The mackerel had made its appearance a week before, but not in large numbers. Up to this date only three American schooners had been seen in the coast. The whole of the 5th, I employed in visiting the settlements at Mont Louis and on Magdalen River. At the former place the boats had caught only 40 or 60 quintals of cod, and mackerel was only just arriving. A good deal of land is under cultivation in the vale of Mont Louis, and I saw splendid standing grain.

This small parish, numbering at the most twenty-five inhabitants, has during the year had, an excellent school, kept by Miss Blais, who teaches forty-five children. I had an opportunity of observing both that the mistress has a superior method, and that the scholars were intelligent and generally proficient, considering the short time the school had been established. It plainly appeared that Mlle. Blais had fulfilled her duties very carefully.

It is to be hoped that the example set by the inhabitants of Mont Louis will be followed by others, and that more schools will be established in other localities of the District of Gaspé where there are none, and where the population is large enough to bear the expense of good schools.

Whilst at Magdalen, after having given licenses for all the salmon stations there, I proceeded to try two parties accused of having illegally set nets in the river, and on proof I fined them \$5 each. Three American schooners, fitted out for mackerel fishing, were in Magdalen Harbour, the first that had been seen.

On the 6th, I visited Grand Valley, Grand Etang, Fox River, and Griffin Cove. No complaints were made in any of these places.

I was told that the cod fishing which had given splendid results at the beginning of the season, in quality as well as in quantity, had become bad since the middle of July.

The scarcity of small fish, (capelin and hance,) to bait the lines with, was specially complained of; and it is a fact to be particularly borne in mind that they cannot be dispensed with; because, to use our fishermen's expression, "no bait, no Codfish."

Very few American schooners had been seen in these waters since the beginning of the summer.

On the 7th, having stopped at Cape des Rosiers and at Grand Grave, the schooner anchored in Gaspé Basin.

Up to this date, codfishing had been rather unsuccessful in Gaspé Bay, but as there were a great number of persons employed in this branch of industry, there were everywhere to be seen thousands of quintals of cod fish set on the stakes to dry. The firm of Fruing & Co., of Grande Grave, had for their own share, 13,000 quintals for foreign exportation, especially for the markets of Cadiz, Naples, and Civita Vecchia.

It being during the dull season, there were then in the harbour of Gaspé but 11 vessels, 1 brig, 3 brigantines, and 7 schooners, one of which was from the Magdalen Islands, with a cargo of dried codfish for sale.

We were kept at Gaspé Basin till the 11th, and on that date we reached Percé.

On the 12th, I visited the fishing establishments of the island of Bonaventure, where the fishermen had, up to the beginning of July, met with great success in the neighboring waters. After that date, bait had become very scarce, which deficiency had very seriously affected the codfishing. The cod did not fail near the shore, and the squid having appeared for a few days previous to my visit, there had been excellent fishing.

Immediately after my return to Gaspé, Mr. Tilly, Coroner of the county, came before me and laid a complaint against George Girard, of Malbaie.

He was accused of having fired a gun loaded with shot at a certain Joseph Gauthier, of the parish of l'Islet, which shot had hit the said Gauthier in the breast and killed him instantly. An inquest had been held on the victim's body, and a verdict of accidental death rendered.

Subsequently, public opinion was strongly moved by this unhappy event, and I was eagerly pressed to make enquiry into the circumstances, which had preceded and accompanied Gauthier's death. This I resolved to do with the assistance of Mr. Harper, Clerk of the Peace at Percé, and the Coroner, who had come in good time to lay his information before me, as the Criminal Court was to open the next day, and Girard might appear before the Grand Jury, as well as the witnesses who had any knowledge of the affair.

Immediately after I had taken down Mr. Tilly's deposition, "La Canadienne" got under way, and during the night we reached Malbaie.

A few hours afterwards my constables arrested Girard. I caused the witnesses, who might be of some use in the cause, to be brought from Point St. Pierre, and the next morning sent them in a boat, in charge of Capt. Bernier, to Percé. I arrived myself during the afternoon, in "La Canadienne." In the morning we had a dead calm.

The Court had been sitting since the morning, engaged with the case of Joseph Hunson. Capt. Bernier and some of my sailors were called as witnesses. The Grand Jury found a "True Bill" against Hunson. But the Petty Jury, in spite of the most convincing proof, the Judge's charge, and the prisoner's own confession before me, at the Magdalen Islands, in my capacity as magistrate, acquitted the man, to the great surprise of all who had witnessed the case, and heard the depositions.

As to George Girard, the depositions given before the Grand Jury established that he had killed Gauthier by the shot of a gun which accidentally went off and struck the latter, and that previous to the fatal accident there never had been any quarrel or hatred between Girard and Gauthier; consequently, the Jury found "No Bill" against Girard, who was immediately set at liberty.

This business being concluded, we started on the afternoon of the 15th for the north shore of the Gulf.

On the next day, I stopped at Shallop Creek, in the Island of Anticosti, and at night anchored near the eastern point. I took the census of the inhabitants of those two places, and ascertained that there had not been any shipwrecks on the shores of the island since the spring.

Salmon fishing in the rivers had been less successful than the year previous, and the yield a little smaller than usual.

Having left Anticosti on the morning of the 7th, we arrived on the same day in Kegascia Bay, on the north shore of the Gulf of St. Lawrence.

On the 18th, I took the census of this place, and at the same time visited the fishing establishments.

In the spring, the cod fishing, which constitutes the main occupation of the inhabitants of Kegascia, had not given half the product of the neighbouring post of Natashquan, and Kegascia banks, which are a continuation of those of Natashquan, seemed also on the point of being abandoned by the cod.

Fortunately, during a few weeks it was more productive, and, on the night preceding our arrival, the boats had come in with 5 to 6 drafts of codfish each.

On the same day I went to Musquaro, and on the next anchored in Wapitigun Harbour.

On the 20th I visited Etamamu River, and in the evening went in a small boat to the Island of Watagheistic.

On the 21st I continued my journey in the boat, and went to the River Metagamu, where "La Canadienne" came to pick me up; we then touched at Little Mecatina and at Whale's Head, and in the evening, the wind being very favorable, we continued our voyage, coming to an anchor the next morning at l'Anse aux Blancs Sablons.

At all those places where I had stopped, no occurrence had troubled the quiet and monotonous existence of the inhabitants. Cod as well as salmon fishing had given results sufficiently satisfactory. Two foreign schooners had visited those shores.

The duties of my office and those imposed upon me by the taking of the census, detained me up to the 29th in l'Anse aux Blancs Sablons and in Bradore Bay.

As in the preceding years, I visited all the posts, and tried to collect useful information respecting the fisheries.

There never had been seen a greater quantity of cod than this year in that part of the Strait of Belle Isle. Summer fishing had begun on the 20th June, and closed on the 28th July; and, consequently, had lasted 44 days. But out of those 44 days, on account of the bad weather, our fishermen could fish but thirty-four, and I may give an idea of the enormous quantity of cod caught in the neighborhood of l'Anse aux Blancs Sablons, either by our own fishermen or by those of the Nova Scotia schooners, by stating that 33 boats employed at l'Isle à Bois by Messrs. Le Boutillier & Bros., during that time caught 408,257 cod.

Here follows the result of three days consecutive fishing by these boats:

| | | |
|------------------|---------|----------|
| 1st July, caught | 51,000 | codfish. |
| 2nd " " | 32,146 | " |
| 3rd " " | 22,540 | " |
| Total, | 105,686 | " |

Many of these schooners had taken as many as 2,400 codfish in a single day.

Must we not, in viewing this abundant harvest, collected in so short a period and in so large a field of such fertility (the Gulf of St. Lawrence), and which is produced without any outlay, must we not, I say, thank Providence which provides with so generous a hand a supply for the numerous and continuous wants of man?

What an immense quantity of alimentary substance is contained in these 408,000 codfish, taken in 34 days by 66 men!

And what a noble provision they form when dried in the sun by a process as simple as it is easy, for the foreign countries and warm climates, as well as for the coldest; what wealth and what a fine and unceasing resource for our Canada, which possesses this large extent of sea shores, abounding every year with innumerable shoals of such fine varieties of fish!

On the 29th I visited the fishing establishment of Belles Amours, Middle Bay and Five Leagues, and on the evening we dropped anchor at Bonne Espérance.

The codfishery had been very unsuccessful in these places, especially on the banks of

Belles-Amours, those of Middle Bay and Five Leagues; the most successful boats having then caught but 40 quintals.

Herring was not seen in great quantity. I was engaged the whole day of the 30th in visiting the River St. Paul and the fishing establishments of Bonne Espérance.

The lessee of the St. Paul River, Mr. Chevalier, had not succeeded so well as the year before with his salmon fishery, and the fishermen complained of the little success of their summer's labor, which they attributed to easterly winds which had prevailed since spring.

Herring had not yet been seen in these localities.

In the afternoon I visited the Brulée and Vicux Fort Island establishments. At these places fishermen had not been more successful than at Bonne Espérance.

Bad weather obliged us to lie the whole day of the 30th under shelter of Herbée Island.

On the 1st September we started early in the morning.

I visited in my boat the Bay des Rochers and Napitippi River, and afterwards went to Chicataca, where I met my schooner, and in the evening we proceeded to St. Augustin.

On the 2nd I continued my visit to the Posts; I stopped at Paccachoo, Whale's Head, and Kikapö, and on the next day I brought to a close my north shore journey by visiting the fishing establishments of La Tabatiere, Baie Rouge (Red Bay), and La Baie des Moutons (Sheep Bay).

At this last place, as well as at the posts I had visited the previous days, codfishing had produced only middling results.

Moreover, the population inhabiting this part of the north shore incline rather to fall seal fishing, with standing nets made with meshes of very strong thread, than to other fisheries in use on the shore.

During the fall of 1861, seals did not fail to make their periodical visit to the gulf of St. Lawrence, passing through the Straits of Belle Isle.

As usual, they had come near the shores and passed along in large herds; the fishermen would have made one of the most successful seasons, had it not been for the severe cold which impeded and nearly interrupted their labor.

It is known that this fishery is followed in the month of December, and is sometimes continued till the first of January. In spite of all that, Mr. Buckle, of La Tabatière, had caught 700 of these amphibious animals, but his fishing is the best and most productive of the whole shore. The product of other fishermen varied between 50 and 250 seals.

These fall seals are most of them large animals, and the thick coat of blubber covering their body gives them a value of from eight to sixteen dollars each.

By this it is seen that seal fishing as practised on the Labrador coast is an important branch of industry.

I had just visited the most important posts of a great part of the North shore; my duties as Census Commissioner had compelled me to see a large number of families.

I had, more than ever, been in relation with the inhabitants of the North shore; and I arrived at the conviction that, with the exception of two complaints laid by Mr. Boudrault, lessee of the River Kogaska, against parties for having fished in his limits without leave, the fishery law had been well observed, especially the clauses relating to salmon fishing. True friends of Canada, and all those having at heart the prosperity of the Canadian fisheries, will be pleased to learn these happy results which portend for our salmon fisheries a most brilliant future.

Having terminated our visit to the North shore, we left Baie des Moutons on the 5th bound to the Magdalen Islands, and after a stormy crossing we anchored at Bryon's Island on the 7th.

Mr. John White, the lessee of this island, so famed for its fine pasture grounds, excellent meat, and fine butter, gave me the following information:

Codfishing had been most abundant at Bryon, as well as at Bird's island, during the whole season. Mackerel had appeared in the early part of July. About fifty American schooners had stopped there the whole of the summer to fish, with good success, and on the day of our arrival, a schooner under sail had caught a dozen barrels.

On the 8th we went to Havre aux Maisons. During the months of July and August, mackerel fishing in Plaisance Bay, with the line, had been very productive to the inhabit-

ants of this port; some of their boats had caught as much as thirty barrels and even more. The wind being from the West, there were about 80 American schooners anchored under shelter of Entry island, all engaged in mackerel fishing. They had fished since the month of July off the shores of the Magdalen islands, but although, generally speaking, successful enough, they would not realize large profits from their voyage, because their fish was not all of first rate quality, and would bring only a very low price in the Halifax and Boston markets.

At l'Etang du Nord, codfishing had continued to be very productive since my last visit.

On the 9th we anchored in Amherst Harbour.

On the South side of the island, fishing was still giving profitable returns.

The schooners from Amherst, as well as those from Havre aux Maisons, had come back to their fitting-out ports, having made very productive voyages on the North shore; they had all returned loaded, after an absence of rather more than two months and a-half, some of them had even gone away to the North shore for herring fishing.

On the 10th I was engaged in hearing one of the two cases postponed in the spring: Alexandre Cormier vs. Pierre Briant. Witnesses on both sides having been heard, judgment was rendered on the next day in favor of the defendant.

A suit of the same complainant against Alexandre Belleau could not be heard, the defendant being confined to bed by a serious wound in the foot. He has since died.

I had also to send my constables to Grindstone Island to arrest a person charged with a serious offence. The arrest was effected without any difficulty, but shortly afterwards the prisoner managed to escape, favored by a wood near to the spot where the arrest had taken place, and where it would have been useless to follow him. But I did not lose the hope of taking him by surprise on my next trip to the islands. (In fact the individual in question was afterwards arrested and brought on board).

On the 12th I was engaged hearing a complaint for assault; the accused was immediately bound over to keep the peace.

On the evening of the 13th we left Amherst Harbour for Prince Edward Island; and on the 15th anchored at Rustico, on the North shore of the island.

I stopped at Rustico, a large parish inhabited by descendants of Acadians, and situated on the shores of Rustico Bay, in conformity with instructions received from the Hon. Mr. Vankoughnet, to take on board of "La Canadienne" the families of this parish disposed and ready to emigrate to the Township of Metapediac, in the County of Bonaventure, and to carry them to the mission, on Ristigouche River, from which place they would have only fifteen miles, by a fine road, to reach the new Acadian settlements, situated at the confluence of the Ristigouche and Metapediac Rivers, in the said Township of Metapediac.

There I had the pleasure of meeting at the Presbytery the Reverend Mr. Belcourt, the celebrated Red River and Western Missionary.

This gentleman, who is engaged with the greatest zeal and devotion in improving the position of his parishioners, takes a great interest in the question of an Acadian emigration to Canada, and especially in the emigration of the inhabitants of Rustico.

After having acknowledged the kind act of the Canadian Government towards the Acadians, in thus placing at their disposal one of its vessels to carry them, without any cost whatever, to the place where they desired to settle, Mr. Belcourt gave me the most useful information regarding the object of my mission, but telling me at the same time that though many families were preparing to leave Rustico this year for Matapediac, nevertheless none of them were at that moment ready to embark. They were engaged in their harvest, and could not go before the beginning of November.

My instructions were to make two trips to Rustico, one in the spring and the other in the fall; I could not accomplish the one in the spring, on account of the many duties to be performed at that time at the Magdalen islands.

The parish of Rustico is situated on the shores of the Bay of the same name, and of the three rivers falling into it.

These rivers are of little importance; their course does not reach far into the interior of the islands; and although not navigable, they still form pretty large basins at their mouths. The centre of the parish is at the church, which is built near the mouth of the middle

river upon an elevation from which is obtained a fine and extensive view of the surrounding country. The soil of this part of Prince Edward island is of a reddish colour, sandy, and generally of good quality. Nevertheless, to have fine harvests, it must be often manured with mud taken from the beds of the rivers at their mouths, and with sea-weed.

All kinds of grain grow well, especially oats and vegetables; potatoes and turnips are also of a superior quality.

The population of Rustico is about 5,200 souls, of which above 2,500 are of Acadian origin. These, the first proprietors of the soil, formerly lived by fishing, lumbering and ship-building, rather than by farming, which, for a long time, they totally neglected.—But the fisheries not yielding of late the same profits as formerly, and the forest being exhausted, the ship-building yards have been closed, and the Acadians have abandoned their old pursuits, and now look to tillage as a means of subsistence. They set about it with great energy and resolution, and some of them have become excellent farmers.

But the population having considerably increased, found no room in the interior, all the lands around Rustico having been taken up by settlers from Great Britain. Some of the inhabitants went to the west part of the island, where there were still lands to be bought, but the greater part chose to remain on the lands settled by their ancestors; and it is easy to conceive what the consequences of this determination has been. Lots have been divided and subdivided between sons and grandsons, and at this moment the majority of the inhabitants of Rustico are obliged to live on small farms, which, by the hardest labor, strictest economy and best regulated conduct, hardly give subsistence to the families occupying them.

Besides, they have to pay a rent of *one shilling sterling* for each acre of land so occupied. It is known that the Acadians hold these lands under lease (*Baux emphytéotiques*) from English capitalists.

These are the reasons which determined a great number of Acadian families from Rustico and other Acadian villages of the island to emigrate to Canada last autumn.—Twenty-five families proceeded to Metapedia—many others intend to follow very soon; and before five years are passed, if they are furnished with means of transport, from 1,500 to 2,000 Acadians of the Island of Prince Edward will have settled on the Bay of Chaleurs.

The Acadian population of Rustico, and generally of the other Acadian parishes of the island, are strong, laborious, very intelligent, and of amiable manners and exemplary virtue.

What a fine acquisition for the counties of the Ristigouche and Metapedia Rivers, where there are thousands of acres of land waiting only for settlers to make it the finest and richest part of the County of Gaspé!

Let subscription lists be opened throughout the whole of the country, and assistance given to the Acadians to help them to emigrate to Canada, and to subsist during the first years of their residence here; especially let the wise and patriotic advice of the Rev. Mr. Belcourt be attended to—a man who has given proofs of so great a devotion to the Acadian cause.

I have spoken a little at length of the migration of the Acadians of Prince Edward Island to Canada, though this may be considered irrelevant to the subject of this report; but it is of such importance to the future of our fisheries that the population of the District of Gaspé, both fishermen and agriculturists, should increase rapidly, that I have thought fit to give these details, which may be useful to intending settlers in Canada, as well as to the friends of colonization. I am led to do so, moreover, by the fact that in our cities, and generally all through Canada, the importance to our fisheries of settling the lands along the shores of the Gulf, and the tract which connects them with the main land of Canada, is but little considered or understood.

On the 18th I returned on board "La Canadienne." During my absence at Rustico, the schooner, which had not been able to enter the harbour for want of a sufficient depth of water on the bar, had been twice obliged to weigh anchor and stand out to sea, the wind which blew from the north and consequently full on the shore, having caused on the coast such a heavy swell, that the schooner could not hold on any longer to her anchors. The second time we prepared to sail, the starboard anchor was held so firmly below (no doubt caught in rocks at the bottom) that in weighing it the chain broke at seven fathoms from the ring, and we lost it.

We started during the night, and having a fair wind, anchored at Paspebiac in the evening of the 19th.

I found only five vessels in the harbor, but many others were expected from Jersey and English ports, which had been freighted by Paspebiac firms to take in cargoes of codfish.

Large quantities of cod had been brought from the North shore, and it was expected that the exportation of dried cod from Paspebiac would be more considerable than ever.

The grain harvests had been very fine; potatoes, on the contrary, had in many places been subject to rot, and the inhabitants of the coast of Gaspé were, in part, deprived of this precious article of food.

On the 22nd, I visited Bouaventure, and on the 23rd, Carleton and the River Ristigouche. On the 24th, I went as far as Point Lagarde, with "La Canadienne;" the west wind would not allow us to go higher up the Ristigouche. While I went up the river in one of my boats, I sent Capt. Bernier in the other to help the constable sent by Mr. Fair, Magistrate of the Township of Ristigouche, to carry into execution a summary judgment against five parties of the same locality, whom, up to this date, he had not dared to approach, on account of the threats they had made against him. The expedition succeeded admirably, the guilty parties were brought before Mr. Fair, and dealt with according to the rigor of the law. I ascended the Ristigouche River up to its confluence with the River Matapédia, and from thence went to the new Acadian settlements. I had first to cross this last-named river, then after having kept close to the left shore for a mile, I took the new road which the Government has opened for the Acadians, and which leads to their settlement, situate on an immense tract of table-land, not less than six or eight hundred feet above the level of the waters of the Ristigouche River. The road is made on the side of a ravine, and this circumstance greatly facilitated its construction. The slope is easy of ascent, so that loaded carts can go up without difficulty.

On reaching the table-land, situate between the two picturesque shores of the Ristigouche and Matapédia Rivers, accompanied by the Revd. Mr. Saucier, who had offered to go with me to the Acadian settlements, we were struck with the fine appearance of the country. It was in the heart of a virgin forest, composed of the most valuable kinds of timber which Canada produced. The maple spread out its rich leaves, (so dear to a Canadian), already reddened by the fall frost. Black birch was to be seen, with its heavy trunk, its colossal proportions, and its knotty branches; and the cedar, towering above all other trees, shewed that the soil in which they grew and out of which they were fed, was of the greatest richness.

The upper as well as the sub-soil of the whole country is of a yellowish colour and quite free from stones. It is of a great depth, and consequently will be of inexhaustible fertility.

Last spring, twenty families from Rustico were added to the five of the same parish already settled here. I visited many of them, and learned that they were well satisfied with the country, that they had great confidence in the resources it offered to the settler, and that they hoped to realize a happy future both for themselves and for their children. I was pleased to hear this, and so were all the friends of colonization to whom I communicated the fact; because it gave us hope that before long, with the assistance given by generous Canadians, friends of their country, we shall see this fine country bordering on the Ristigouche and Matapédia Rivers up to the lake of the same name, completely settled, and then the establishments of the Bay of Chaleurs will be released from the isolated position in which they now are from the want of good roads leading to the settlements of the Lower St. Lawrence, whilst the Acadians, attracted by the richness of the soil and the certainty of finding friends there, will come in by sea, and the surplus of the village population, and of the old parishes of the River St. Lawrence, will also come in by the new road which the Government has opened from St. Flavie to Lake Matapédia. Government cannot be too highly commended and praised for having spent such large sums in opening colonization roads in the district of Gaspé, as well as on the Matapédia road, which is the great channel of communication by land between the River St. Lawrence and the Bay of Chaleurs.

The Government is well aware that in opening roads for the settlers, it secures thereby the success of colonization.

On the same day I returned to board the schooner. On the 26th we stopped at Dalhousie, and on the 27th we dropped anchor at Carleton.

Salmon fishing in the River Ristigouche had been successful, specially on the New Brunswick side.

On the Canadian side no offence against the law had been committed.

On the contrary, in New Brunswick (it may be remarked here that the greater part of the course of the Ristigouche River belongs to that province) according to information received from Mr. Dugald Stewart, Collector at Dalhousie Port, himself a proprietor of a salmon fishery, the fishery regulations had often been violated by the white men, as well as by the Indians, although not so often nor so openly as in previous years, owing in many places on the river to neglect on the part of the overseers appointed by the magistrates of Dalhousie and Campbellton to watch their proceedings; these overseers, not being numerous enough, could not visit many places where the Indians went to fish with the spear during the night. Moreover, the old fishery regulations were still in force. The magistrates of the county, assembled in general session, had, it is true, enacted new and more stringent ones; but, owing to some defect in the form, they could not receive the sanction of the Governor of the Province, and consequently had not been put in force. It was hoped, though, that they would soon become so, and distinct clauses were intended to be added, with the object of completing, as much as possible, the assimilation of the New Brunswick regulations with those of Canada.

It is certainly to be hoped that this result will be soon attained, and with the power now in the hands of the Magistrates of both Provinces, to prosecute and arrest on both shores all parties acting contrary to the fishery laws, illegal salmon fishing in the Ristigouche as well as in its tributaries may be effectually prevented. And in this way, only, can the fisheries of this large and picturesque river, the most important of the whole of North America, be restored to their former prosperity.

In Mr. Cook's Division, there had been no contravention of the fishery laws, nor in that of Mr. Dimock, of New Richmond, where I stopped on the 28th. We touched at New Carlisle on the 29th, and on the 30th reached Caraquette. As soon as I reached that place, I took means to dredge for and take on board three hundred barrels of oysters, which I required to continue the artificial stocking of Gaspé Basin, which I had already commenced. The oysters had to be carried on board "La Canadienne" immediately after being taken, and our load being completed, we had to proceed to Gaspé with the greatest possible speed.

For this purpose, I told Capt. Bernier to hire four large fishing boats, with which, on the 1st of October, he went to the oyster beds of Caraquette, situate about six miles from the place where "La Canadienne" lay. On reaching that place, he hired all the fishing boats he could get, and before night the three hundred barrels of oysters were raised by the dredge. At seven o'clock at night, the first loaded boat was alongside "La Canadienne;" the others soon followed. All the schooner's sailors then set to work with such zeal, that before midnight, two hundred barrels of oysters had been shifted from the boats to the vessel's hold, by means of pails filled by wooden shovels and passed from hand to hand. Great precautions were taken to hurt the oysters as little as possible.

For the success of the work I had undertaken the year previous and was now continuing, it was important to lay on the new beds oysters having all their strength, and which had not been exposed to any accidents affecting their vitality. It is known that, when an oyster, having its shell injured, loses the liquor contained in it, which is necessary for its respiration, it soon dies. The remainder of the oysters were put on board on the morning of the 2nd. At noon, we weighed anchor, and left Caraquette Bay, favored with a light westerly breeze. In the afternoon, we were detained some time by calm weather off Shipagan; but at night, a fair wind prevailed, and we started, full sail, towards Gaspé.

On the following day, in the morning, we arrived at the entrance of Gaspé Bay, where we were detained a few hours by calm weather; then there came a north-west wind, with the aid of which we entered Gaspé Basin at 5 p. m.

Early in the morning of the 4th, I caused the planting of the oysters to be commenced at Gaspé Basin, and in the neighborhood of the beds already made there. I conducted the operations in the following manner:—

Barrels of oysters were filled in the hold, (taking care not to spoil them), by means of

tackle they were hoisted on deck, from which they were put in a lighter, fastened alongside the schooner. This being filled, (it held about fifty barrels), it was towed on the banks set apart by me, and previously marked with buoys, then the oysters were emptied into the water, care being taken to constantly change the position of the barge, in order that the oysters might every where cover the bottom equally, and before the night was over, two hundred barrels of oysters had been put into the water, in the manner already described.

On the 5th, before ten in the morning, the remainder of the oysters had been laid on the beds, less fifteen barrels, which I kept to try a new method of forming oyster-beds, which consisted in placing them on hurdles, which are sunk to the bottom of the water by means of heavy stones.

Capt. Bernier, who had conducted the work of transporting and placing the oysters, got a hurdle made of the required size, and after having covered it with the oysters kept in reserve, the whole was laid under water, and kept at the bottom in the manner above described.

It is scarcely necessary to mention that the places where these new oyster beds have been laid are marked out with anchors and posts placed on Mr. Le Boutillier's farm, opposite the spot where they are situated.

These operations had been conducted under circumstances which give promise of certain success. The oysters had been taken and placed on board the schooner with great care and with the least possible delay; the journey from Caraquette to Gaspé had been performed with rapidity in spite of calms and contrary winds; so that two hundred and twenty barrels of oysters had been placed on the Gaspé Banks within 60 to 72 hours after leaving the Bay of Caraquette and the remainder less than eighteen hours afterwards. My operations had been attended with a better chance of success than in 1859, as experience had taught me the precautions necessary to be taken to keep the oysters sound; those now planted had been less time out of their native element.

This being over, I proceeded to examine the oyster beds formed in 1859. I caused the grounds marked out by the anchors to be dredged, but the dredge, being suitable only for a rocky bottom, was too light for that, and I did not succeed. Nevertheless, eighty oysters, of which one-fourth were living, and seemed to be in the best possible condition, were drawn out of the bottom. They were fat, white and very fresh. They had lost nothing of the delicate taste of the Caraquette oysters; far from it: we who tasted them—some of the principal people of Gaspé Basin and myself—found that they were, if not superior, at least equal to any other oysters. They seemed to have increased in size.

I obtained still more satisfactory results on the 9th of August, when I caused the same banks to be dredged. Out of 40 oysters which we fished up, 18 were living, and we fancied we saw small oysters on many of them, which showed that the act of reproduction had been accomplished, although on a limited scale. It is very likely that, after having been moved and taken away from their natural place, and transferred to a strange bottom, where the soil is a little different from that on which they previously existed, oysters, for the first year will reproduce only limited quantities.

But the most important fact to establish was this: can oysters live on some points of our shores? Well, this fact has been proved in a certain and authentic manner, since 15 to 20 per cent. at least of the oysters placed in Gaspé Basin in 1859 have been found living two years afterwards.

And being alive, they are sure to reproduce. Nothing is easier for oysters, when in suitable places, as they are hermaphrodites.

My impression is, that the reason why we found so little spat on the oysters, is that it found nothing to attach itself to, besides the oysters themselves, which are but few in number, and that a good deal was carried off by the current to other parts of Gaspé Bay.

To obviate this, I intend to cover the oyster beds with small branches of birch, which will be kept at the bottom by small stones.

The spat, issuing from the oyster, will attach itself to them by means of the viscid matter which encloses it at this period of its existence.

As to those I had placed on a hurdle, the spat issuing from them will attach itself to the small rods fixed to the cross sticks, and they will not have to be covered with branches.

Furthermore, by examining the oyster-beds every year, with a dredge adapted to the bottoms were they are laid, and observing carefully the condition of the different beds, it will be soon found which is the best system to adopt, in order to obtain the rapid development of the Gaspé artificial oyster grounds.

During this visit to Gaspé Basin, I was engaged in hearing a complaint of a captain against one of his sailors, who had been guilty of assaulting the second officer on board. The accused was brought before me, and the offence having been proved, he was condemned, in accordance with the Mercantile Marine Imperial Act, to be imprisoned for eight weeks, and I gave him in charge to one of my constables, till he could be taken to jail. Nothing else occurred during my visit to Gaspé Basin.

In the morning of the 9th, we set sail and in the night arrived at Percé. The prisoner was delivered to the jailor of the place, and during the night we started for Anticosti.

In the evening of the 10th, we dropped anchor under shelter of the light-house of the south-west point of the Island. I settled the question of the salmon fishery licenses of this Island with Mr. Corbett, in conformity with the instructions received to that effect; and as he is the representative of the proprietor of the Seigniorship of the Island of Anticosti, I gave him a license for all the fisheries, except a small one, on the shore, on the south-west bay, which Mr. Bossé had leased the year before.

The fishery regulations, especially those relating to salmon fisheries, had been strictly observed in the rivers of the Island.

On the same night we set sail towards Ellis or Gamache Bay, where we arrived at noon the next day.

Taking the census was my only business there, and there was but one family, that of the keeper of the provision depot which the Government keeps there to relieve shipwrecked persons.

In the evening we touched at the light house at the west point of the island, and the keeper, Mr. Ballantyne gave me the following information :

Codfish, which had been seen on the banks outside the light-house point, had been more abundant this year than ever. They began to appear in the month of May, and were still plentiful.

American schooners had been able to obtain full cargoes in the short space of from three to four weeks, and the Long Point fishermen from Mingan had also come there to fish before the cod made its appearance on the North Shore. But as the lessee of the island would not allow them to make *permanent establishments* on the island, they were restricted to the beach, and obliged to build their huts and drying-houses with wood brought from the North Shore. It is much to be regretted by all who are interested in the prosperity of our sea-fisheries, that the Island of Anticosti, measuring 43 geographical miles in length by 11 in breadth, with 285 miles of shore, around which swarms at different seasons of the year codfish, mackerel, halibut and even herring, is not public property, or even that the Canadian fishermen should not have the liberty of making on the shores permanent establishments to be used in the taking and curing of the different kinds of fish above-named: the proprietors of the island not fishing themselves, and the lessee being engaged only in salmon fishing and hunting for furs. A part of the resources of this island are thus lost to the country. I feel sure that if our fishermen had been able to settle there without paying onerous dues to the seigniors or to the lessee, this large island would have long since been inhabited.

On the same night we left the west point of the island and steered towards the north. We crossed Anticosti channel in a short time, favoured with a strong south-east wind, increasing at every moment; but on reaching the north coast, we could not anchor on account of the heavy swell on the shore. We hoisted for the night. On the next day we had a strong gale from the east, and consequently it was of no use to think of reaching Mingan, which was our destination. We were therefore under the necessity of seeking shelter in the Bay of Seven Islands, where we arrived at half-past twelve at night. Mr. Smith, the collector of the port, told me that more than 120 schooners, either going for cargoes or to trade within the limits of the free port of Gaspé to Labrador or Newfoundland, had come there to make their entry and get their clearance.

This was certainly a large number of vessels for the first year of the establishment of

the Port of Seven Islands, and from this circumstance we may foresee a great increase of the trade of the north shore of the Gulf of St. Lawrence and of Newfoundland with Canada.

Codfishing at Seven Islands had been successful with the few vessels which had spent the summer there, as they had taken about 100 quintals each.

On the morning of the 14th, we went out of the Bay of Seven Islands with a strong westerly breeze. My intention was to put in at the River Moisie, but on account of the heavy sea, it was useless to think of it, neither could I visit the intermediate posts between that river and Mingan, the Sheldrake, Thunder and Magpie Rivers. The wind had freshened towards the middle of the day, and had become a regular gale, giving us a very fast trip to Mingan, where we anchored at 9 p. m., having made 100 miles in 10 hours.

Four vessels were in the port of Mingan, loading dried codfish for foreign countries, principally for the firm of Robin & Co., and many other schooners or brigs had already left loaded with cargoes of the same article. Mingan harbour is well located to be used as a centre for the fish trade for the north shore, being easy of access and very safe for vessels of the largest tonnage; wood and water being also easily obtained. The Hudson's Bay Company keep an establishment there, with a store well stocked with goods and provisions of all kinds; and this harbour, which, until a few years ago, was used only by fishing and coasting boats, promises to become, before long, a port of considerable importance; especially if the increase in the fishing establishments on the north shore, between Mingan and Seven Islands, continue to grow at the same rate as during the last five years.

It is unnecessary to remark that salmon was abundant in Mingan River, as *no nets* had been set.

On the 16th, we went to Esquimaux Point. The village built on that point already numbers 37 Acadian families, from the Magdalen Islands. There is a Catholic church and a resident priest, and it is intended to open a school there shortly. The fishermen of the place had been very successful since their establishment there. They are engaged in seal hunting on the floating ice of the Gulf of St. Lawrence, the cod and the herring fisheries. There are no large fisheries near Esquimaux Point, but the harbour is excellent, and fresh water as well as wood are found in abundance. This village must increase rapidly, if the fisheries continue to be as good as they have been for a few years past.

On the 17th, an easterly wind began to blow, and forced us to abandon the idea of going to Natashquan, which I had intended to visit. We, therefore, returned to Mingan, and towards the evening, anchored at Long Point, where my services had been required.

In fact, a complaint for robbery, and another for receiving stolen goods, were, the next day, laid before me by Mr. Hamilton. I immediately issued warrants for the arrest of the parties accused, and they were brought on board. In their presence I took the depositions of many persons who possessed some knowledge of the case, and who proved the charge against the prisoners. The theft being of an article of small value, I was willing to admit them to bail, and it was only on their refusal to produce sufficient securities, that I committed them to Percé Jail. to be from thence transferred to that of Quebec.

Towards night, another complaint was laid before me, for assault and battery. The accused was brought on board, but it being rather late, I could not settle the case that day. On the following morning, witnesses were heard and proved that a serious assault had been committed by the prisoner against an inoffensive person, and I fined him in the highest penalty provided for in such case. The prisoner, being either unwilling or unable to pay the fine imposed, I was obliged to keep him on board and commit him to Percé.

This business being concluded, we weighed anchor at 11 a. m., bound for Gaspé. We were at first favored by the wind, but it soon became unfavorable.

During the whole day we ran to the South shore, but at night-fall we tacked while off Great Etang. About the middle of the next day a fair westerly breeze arose and brought us to Percé at 1 p. m.

On the next day I sent the prisoners with a guard to the common jail.

During the day, I visited the fishing establishments. For a few weeks there had been complaints on the coast of the severity of the season. Strong easterly winds, frequent rains and fog which nearly always follows east or south-east winds, had interrupted the

labors of our fishermen; it was all they could do to go to the nearest banks and fish there for some days. Vessels were drawn up on the beach above high-water mark, and fishing utensils put under shelter in sheds. It was just as if all the fishing works were brought to a close for the year, still codfish seemed to be abundant on the shores. As to bait it was scarce, but some might still be obtained at the entrance of the small rivers.

For a long while Percé and its neighbourhood had not been visited by United States schooners. Moreover, a smaller number than usual had been there during the summer.

At night we took advantage of a fresh easterly wind to make sail for the Magdalen Islands, where we anchored the following night under shelter of Cape aux Meules.

On the 23rd the prisoner who had escaped at my last trip was brought before me; I took cognizance of the case, and admitted the prisoner to bail to appear at the next Criminal Court.

I visited l'Etang du Nord, and received the most satisfactory information respecting the summer cod and mackerel fishing. It is known that at this season of the year, this last fish is in all its prime, and that its value is three times greater than in the spring. Each boat belonging to the port had taken 100 quintals of codfish, and from 20 to 25 barrels of mackerel.

This was a fine and rich harvest, and the land had not been less propitious. Wheat and other grain had been grown of superior quality; hay had been very abundant. Potatoes only had suffered from the disease peculiar to that root.

On the 24 I went to Havre aux Maisons, which I found nearly deserted. The schooners had left it with cargoes, some for Halifax, others for Quebec. The small dried cod, of second quality, are generally taken to Halifax for sale in the West India market.

The dry cod of large size, and those taken late in the season, and salted in barrels, are especially suited for the Quebec market.

On the 25th, I visited Amherst Island. Our fishermen of the Basin and Mill continued to reap an abundant harvest in the waters south of the Island, when the weather allowed them to put out to sea. Through the whole of the island, there had been an excellent crop of grain and hay. In the evening, after having brought to a close all my business at the islands, I gave the order to make sail. We weighed anchor at 11 o'clock at night, and at 8 the following evening, after a fast, though stormy trip, we anchored at Percé. Nothing worthy of remark had occurred since my last visit.

The next day, at 5 in the afternoon, we started for Paspébiac, where we arrived during the night.

Paspébiac harbour was better filled than on my last visit. Fourteen vessels, of which more than one-half were barks and brigs, were displaying their high masts, their taut rigging and their long keels. Some were already loaded and waiting only for a westerly wind to fire the parting gun. Some others with their inclined masts, showed that they had only taken in a part of their cargo; others had just arrived from Europe, and had nearly all their full cargo, consisting of dry goods, groceries, Holland gin, and especially salt.

A number of boats were brought down nearly level with the water by the weight of their cargoes, some going from the wharves to the vessels, others returning; some urged onward by a favorable breeze; and others, obeying the impulse of oars worked by stout arms: Paspébiac displayed on every side, unmistakable signs of commercial activity, vindicating its claim to be considered as the business centre of the Bay of Chaleurs.

The easterly wind which had brought us there, had become by the next day, a regular gale, accompanied with heavy rain. The sea had become very rough in the harbour, although well sheltered from the westerly winds, and the boats and small craft could not make their appearance there any more.

During the afternoon, Capt. Charles Stuart's whaling schooner, after having lost, in Percé Harbour, her two anchors, had run before the storm sixty miles, and was now seen in the offing, with her flag flying as a signal of distress.

I immediately sent my long boat, under the command of Capt. Bernier, to her assistance, and notwithstanding the heavy sea, which threatened to swallow up the light craft, he succeeded in conveying to them one of our spare anchors and in mooring her in safety. On the same day, four other schooners came to take shelter under Paspébiac Point; they reported that the storm was extremely violent outside.

The wind having abated on the 50th, we started for Carleton, where we arrived at night. On the 31st, I visited Magouacha and Dalhousie, in order to meet the overseer of Ristigouche River. He told me that no breach of the fishery laws had been committed in his division since my last visit, and by his annual returns showed me that the River Ristigouche had given this year 60 barrels of salmon more than last year.

On the 1st November, we left Magouacha, and during the night arrived at New Carlisle, where for want of a wind, we were compelled to pass the night. On the following day, we were ready to start for Percé and Gaspé, and from thence intended proceeding on to Quebec, when an easterly wind arose, and soon became a storm which blew with more or less force and violence up to the 5th. During the whole of this time, the sea had been very heavy and the weather squally all over the Bay of Chaleurs, and with such weather, no sailing vessel could think of starting. At last, the weather cleared, and about midnight on the 5th, a light north-westerly breeze sprang up. We lost no time in weighing anchor, and setting full sail with the favorable breeze; but soon afterwards calm weather again set in, when we had only made about 20 miles towards Percé, and by the morning of the next day, the current had driven us abreast of New Carlisle, that is to say, four miles further than the place we had left the night previous; the south-easterly wind beginning to blow, we could do nothing but to tack the whole day. During the night the wind shifted to the north-west, and at 9 o'clock the next morning, we were at Port Daniel; but the wind changed to the north-east, and at noon the storm set in, accompanied with rain and snow. Nevertheless, we continued on to Percé by tacking, and on the 8th, favored by a westerly wind, we anchored in Percé harbour, when with great difficulty, I landed, the sea rolling in with such force that it covered the shore every moment with heavy breakers.

I paid a last visit to the fishing posts at this place, and at night we continued our voyage to Gaspé, where we arrived on the morning of the next day.

On the 10th, all our preparations to leave for Quebec were completed. We waited only for a favorable breeze to enable us to get out of Gaspé Bay, and the easterly winds had been so constant during the previous three weeks that we had every reason to hope for a change, that is to say, westerly winds; but in vain. The wind again blew from the east and south, and almost every day up to the moment of our leaving Gaspé, we had rain or snow.

In the afternoon, the mate of the schooner "Royal Middy," from Montreal, bound to Liverpool, with a cargo of 30,000 bushels of Indian corn, came to request my assistance. She was a three-masted vessel, of more than 400 tons burthen, and had lost her mizen mast off Anticosti a few days before. After having been driven about by the sea and drifted towards the south shore of the Gulf, she had been obliged to anchor off Fox River, where the captain had landed; he was not able to return on board, and the vessel had got under sail during the night, under the command of the mate. The vessel being no longer able to stand the sea, had hoisted a signal of distress, and called for help on Capt. Desjardins, of the schooner "Hémédync," with which she fell in, and he towed her into Gaspé Bay. I promised the officers of the "Royal Middy" all the help I could give them, and the next day my captain assisted Capt. Desjardins to tow the "Royal Middy" into Gaspé Basin and to anchor her there in safety.

On the 12th, one of the officers of the schooner came and lodged a complaint against one of his sailors who had assaulted him, and had beaten and hurt him in the face; I caused the accused to be immediately brought on board by issuing a warrant, and night having come on, the hearing of the case was postponed till the next day.

The same night, Capt. Davison, of the "Royal Middy" came on board to claim protection and assistance. Some of his men refused to obey him and threatened open mutiny. Already they had refused to work, and when he spoke of discharging them (the schooner, not being able to keep at sea, had to be put into winter quarters) they would not hear of such an arrangement. I promised to help him as much as I could, and requested him to make immediate preparations to lay his vessel up for the winter and discharge his men, as we had to sail with the first favorable wind.

On the morning of the 13th, the trial of the sailor of the "Royal Middy" took place before me. Witnesses were heard on both sides, and the offence being duly proved, I fined the accused ten dollars, which were paid the same evening. After that, I went with Capt.

Davison and Mr. John Eden, Lloyd's Agent, on board the "Royal Middy," and succeeded, after much talking, in concluding satisfactory arrangements with the sailors, and on the same night they were discharged, paid, and on board "La Canadienne:" I promising to give them a passage to Quebec, as there was no other vessel going to that port this fall.

On the following night we had a north-west wind, and the day after, at day-break, we got ready to start for Quebec. I had only to touch at Douglstown and Malbaie. I stopped one hour at the first named place, and when we arrived at Malbaie, a little before noon, the wind had shifted to the north-east and right in our teeth. Besides, it was raining very hard.

Towards night, the wind being east, we took advantage of it to start immediately for Quebec; we tacked for a while, in order to double Cape Gaspé, and were already pretty near it, when about midnight a squall from the north wind, accompanied with rain and hail, met us; nevertheless, we tried to contend for a while against the wind and sea, but in the morning, we were obliged to give it up and to come again under shelter of Malbaie Point.

From the 15th up to the 23rd, the winds were always north-north-west, north and north-east, with daily storms.

The weather was very cold; we had hard frosts every night, and the aspect of the neighbouring country already covered with a deep snow, shewed that winter had set in; and to give an idea of the bad weather we had had since the fall, I may mention the fact that from the 1st of October to the 15th of November it had rained 29 days. Notwithstanding, navigation was still open, and with forty-eight hours of a good wind, we should be able to reach Quebec.

On the 16th I went to Percé for biscuit and coal, two very necessary articles, the want of which we were beginning to feel.

On the 19th, favored with a north-westerly wind, we got ready and started a second time for Quebec; but when near Point St. Peter, a gale came on from the north and obliged us to put back and anchor a second time at Malbaie.

In the afternoon of the 23rd, the north-east wind began to abate, and there being a promising appearance of a change of weather, we put out to sea; this time we were not disappointed, for about five in the afternoon a favorable east wind set in, of which we profited so far that in the morning of the next day, at 11 o'clock, we were already at *Seven Islands*, that is to say, we had performed half of the voyage between Malbaie and Quebec.

I put in at *Seven Islands* for the purpose of taking on board Mr. Smith, the collector of the port, whom I had received instructions to carry back to Quebec at the close of the season.

This gentleman lost no time in coming on board and at a quarter past twelve we again set sail with a splendid easterly breeze, the most favorable wind we could expect; fine clear weather, and nothing whatever to indicate a snow-storm.

But we had not made more than thirty miles, when the wind had changed into a furious storm, and the snow was falling thick and fast, completely obstructing the view of the North Shore on our starboard beam.

We took all the precautions usual in such cases. All the sails were taken in except the fore-sail and jib, which we continued to carry after having taken two reefs in it. Our course which was at first south-west-quarter-west, was altered to the south-west, so as to keep farther off the North Shore. We were proceeding without fear or anxiety, the officers and sailors were on deck ready to execute whatever circumstances might require; we were running at a rate of from 7 to 7½ knots an hour.

At 6 o'clock at night the storm was increasing and it continued to snow. The night was very dark; nothing could be seen at a distance of ten feet; our course was ascertained. We calculated we were from 10 to 12 miles from the North Shore, and from 12 to 15 miles from Point des Monts. We kept on our course with a feeling of security still towards the south-west, which would bring us near Cape Balance, on the south shore of the river if our compass was right, and there was nothing to indicate incorrectness.

Suddenly, about half-past six, and without having seen the breakers, although there were two men on the look-out at the bow of the schooner, she was lifted up by a terrible sea and thrown upon the rocks, upon which she, nevertheless, slid, receiving, however, shocks which shook her from keel to mast-head. She was soon thrown on her side, and the

keel torn away, and she began to fill. The seas struck the larboard side with extreme violence, and flew more than forty feet over the bulwarks. The Captain had ordered the helm to be put hard up, the moment the schooner struck, but she no longer obeyed her helm. The sailors were ordered to hold on by the rigging, as the waves breaking over the vessel, they ran the risk of being swept away. The schooner still yielded to the wind, and each wave lifted her and let her fall again upon the rocks, bringing her nearer and nearer to the shore. We did not know precisely where we were. All at once, we saw land. It was trees, and we were not a hundred yards from them. The darkness of the night and the falling snow, still as thick as ever, had prevented us from seeing it sooner. From the moment the schooner struck the first time to the moment we saw the land, about twenty minutes had elapsed; but those minutes seemed like hours for us. It was as cold as in winter, and the wind, far from abating, was still increasing. At each heavy sea, the schooner would go nearer and nearer to the beach, which we discovered to be sandy. As the tide was going down, we felt sure that we should be able to land in a few hours. In fact, at about eight o'clock, I got some of the men ashore by means of a yard that we pushed to the beach. These helped the others, and at length all the crew were landed, thanking Providence for having been preserved from the great danger to which they had been exposed. We spent the night in the woods, around a good fire that we were fortunate enough to light.

On the following day, we found out that we were about two miles lower than the Cariboo Islets.

In the afternoon, at low tide, we began to dismantle the schooner, and to put the cables, sails and tackle safely ashore. We were engaged at this work for three days.

On the 28th, we left the Cariboo Islets for Point des Monts. Before leaving the schooner, I made, with Capt. Bernier, a detailed inspection of her, and she was then in the following state:—Lying on her starboard side, on a fine sand bed, at about 60 yards from the shore, which is low and covered with trees. Since the night of the wreck, a sand bank had been formed between the schooner and the beach, being already higher than her water-line. The stem and stern had received no damage whatever, the rudder had been moved about six inches but without damage. On the starboard side, the ship's timbers appeared as firm as before the accident; no opening was perceptible, and we could not observe any alteration in the decks or cross-beams of this side of the schooner. On the starboard side it was not so. This side had received such violent shocks on the rocks, that it had given in a little, and was lifted up in the middle about six or eight inches. The caulking in some of the seams was displaced, but the seams themselves were not opened. A part of the keel had been carried away as above mentioned, and it was owing to the absence of the piece of wood forming the keel that the schooner had filled. The masts and standing rigging had not suffered, and all the running rigging, the sails and tackle belonging to the schooner had been put ashore in order.

Before leaving, I choose one of my best sailors as guardian of the schooner, and he received instructions to take the greatest care of the goods given him in charge. I have but to add that the accident which befel us and which we could neither foresee nor prevent, could only be attributed to the deviation of our compass, occasioned by the electrical state of the atmosphere during a snow storm; our course having been the only right one.

On the 29th, we took advantage of fine weather to cross the river in two boats, from Point des Monts to Petit Matane, where we landed at 7 p. m.

On the 5th of December, the crew arrived in Quebec; on the 6th and 7th, they were paid off and discharged.

EXTRACT FROM THE LOG OF "LA CANADIENNE," DURING THE SEASON OF 1861.

May 23, 3½ p. m.—Left Quebec.

" 23, 11 p. m.—Anchored at high tide, abreast St. Valier. Calm weather.

" 24, 7 a. m.—Weighed anchor. Easterly wind.

" 24, 5 p. m.—South-west wind.

" 25, 9 a. m.—Anchored at Isle au Basque, to repair the main stay.

" 25, 12 a. m.—Weighed anchor. Strong S. S. W. breeze.

- May 26, 10 a. m.—Anchored at River Godbout.
 “ 26, 5 p. m.—Weighed anchor.
 “ 27, 1 a. m.—Anchored at Trinity Bay.
 “ 27, 11 a. m.—Left for Seven Islands. North-west breeze.
 “ 27, 10 p. m.—Anchored at Egg Island.
 “ 28, 12 p. m.—Weighed anchor.
 “ 29, 9½ a. m.—Anchored at Seven Islands, S. W. Wind.
 “ 30, 9 a. m.—Left for Moisie River.
 “ 30, 11 a. m.—Anchored at Moisie River.
 “ 30, 11 p. m.—Left Moisie River.
 “ 31, 5 p. m.—Anchored at Mingan Harbor.
 June 1, 3 a. m.—Left for Magdalen Islands.
 “ 3, 6½ a. m.—Anchored at Plaisance Bay, Magdalen Islands.
 “ 5, 10 a. m.—Weighed anchor, in order to cruise near the Islands.
 “ 5, 7 p. m.—Anchored at Hâvre des Maisons.
 “ 6, 6½ a. m.—Left for Amherst Harbor.
 “ 6, 9½ p. m.—Anchored at Amherst Harbor.
 “ 7, 1 p. m.—Weighed anchor. Went to Entry Island.
 “ 7, 4½ p. m.—Anchored at Hâvre des Maisons.
 “ 8, 3 a. m.—Left for Amherst Harbor.
 “ 8, 6 a. m.—Anchored at Bay of Plaisance.
 “ 9, 1 p. m.—Left for Bryon Island.
 “ 9, 6½ p. m.—Anchored at Bryon Island.
 “ 9, 8½ p. m.—Weighed anchor.
 “ 9, 10½ p. m.—Anchored near the Easterly point.
 “ 10, 4½ a. m.—Weighed anchor.
 “ 10, 9 a. m.—Anchored off Old Harry Island.
 “ 10, 1 p. m.—Left for Bay of Plaisance.
 “ 10, 9 p. m.—Anchored, on account of fog.
 “ 11, 9 a. m.—Anchored at Plaisance Bay.
 “ 12, 4 a. m.—Weighed anchor, anchored again near Havre des Maisons.
 “ 14, 10 a. m.—Left for Percé.
 “ 15, 2 p. m.—Anchored at Percé.
 “ 17, 4 a. m.—Left for Malbaie.
 “ 17, 7 a. m.—Anchored at Malbaie.
 “ 18, 1 p. m.—Left for Gaspé Basin.
 “ 18, 4 p. m.—Anchored at Gaspé Basin.
 “ 25, 5 a. m.—Left for Douglas Town.
 “ 25, 8½ a. m.—Anchored at Douglas Town.
 “ 25, 3 p. m.—Left for Bay of Chaleurs.
 “ 26, 1 p. m.—Went ashore at Grand River.
 “ 27, 4½ a. m.—Anchored at Grand Pabos.
 “ 27, 8 a. m.—Weighed anchor.
 “ 27, 4 p. m.—Off Port Daniel. Went ashore.
 “ 27, 9 p. m.—Continued our course in the Bay of Chaleurs.
 “ 28, 8 a. m.—Anchored at Paspebiac Harbor.
 “ 29, 1½ p. m.—Left for Bonaventure.
 “ 29, 5 p. m.—Anchored at Bonaventure.
 “ 30, 4½ p. m.—Weighed anchor and left for New Richmond.
 “ 30, 11 p. m.—Anchored at New Richmond.
 July 2, 4 a. m.—Left for Maria.
 “ 2, 12 a. m.—Left for Carleton.
 “ 2, 7 p. m.—Anchored at Carleton.
 “ 3, 10 a. m.—Weighed anchor.
 “ 3, 11 a. m.—Anchored at La Nouvelle.
 “ 3, 3 p. m.—Left for River Ristigouche.
 “ 3, 8 p. m.—Anchored at Mission Point.

- July 4, 12 a. m.—Left Mission.
 “ 4, 4 p. m.—Anchored at Dalhousie.
 “ 5, 5½ a. m.—Left for Percé.
 “ 6, 8½ a. m.—Anchored at Percé.
 “ 6, 10 a. m.—Left for North Shore.
 “ 7, 9½ p. m.—Anchored near Magpie Bay.
 “ 8, 8½ a. m.—Weighed anchor.
 “ 8, 12½ a. m.—Anchored at River St. John.
 “ 10, 8 a. m.—Left River St. John.
 “ 10, 1 p. m.—Anchored at Long Point.
 “ 11, 5 a. m.—Left for Mingan.
 “ 11, 7 a. m.—Anchored at Mingan.
 “ 11, 9 p. m.—Left Mingan.
 “ 13, 9½ p. m.—Anchored at River Natashquan.
 “ 14, 4 a. m.—Left for Natashquan harbor.
 “ 14, 5½ a. m.—Anchored at Natashquan harbor.
 “ 16, 8 a. m.—Left for River Natashquan.
 “ 16, 9 a. m.—Anchored at River Natashquan.
 “ 16, 8 p. m.—Left for Percé.
 “ 19, 1 p. m.—Went ashore at St. Peter's Point.
 “ 19, 5½ p. m.—Anchored at Percé.
 “ 20, 11 a. m.—Left for Gaspé Basin.
 “ 20, 11½ p. m.—Anchored at the end of Gaspé Bay.
 “ 21, 6 a. m.—Weighed anchor.
 “ 21, 7 a. m.—Anchored at Gaspé Basin.
 “ 24, 5 a. m.—Left for Percé.
 “ 24, 2 p. m.—Went ashore at Point St. Peter.
 “ 24, 8 p. m.—Anchored at Percé.
 “ 25, 5 a. m.—Left for North Shore.
 “ 25, 2 p. m.—Off Cap des Rosiers.
 “ 26, 11 a. m.—Anchored at River Moisie.
 “ 28, 9½ a. m.—Left for Point St. Charles.
 “ 28, 3 p. m.—Anchored at Point St. Charles.
 “ 29, 4 a. m.—Left for River Bersimis.
 “ 30, 7 a. m.—Anchored at Outarde Bay.
 “ 31, 1 p. m.—Anchored at Point Bersimis.
 Aug. 1, 1 p. m.—Left River Bersimis.
 “ 1, 9½ p. m.—Anchored at River Godbout.
 “ 2, 7½ a. m.—Left River Godbout.
 “ 2, 10 a. m.—Anchored at Point des Monts.
 “ 2, 1½ p. m.—Weighed anchor.
 “ 2, 2 p. m.—Anchored at Trinity Bay.
 “ 2, 4 p. m.—Weighed anchor.
 “ 2, 8½ p. m.—Anchored at River Pentecost.
 “ 2, 10 p. m.—Weighed anchor.
 “ 3, 12 a. m.—Anchored at Cap de Chatte River.
 “ 4, 1½ p. m.—Left for Ste. Anne des Monts.
 “ 4, 3 p. m.—Anchored at Ste. Anne des Monts.
 “ 5, 4 a. m.—Weighed anchor.
 “ 5, 8½ a. m.—Anchored at Mont Louis.
 “ 5, 1 p. m.—Weighed anchor.
 “ 5, 2 p. m.—Anchored at River Magdalen.
 “ 6, 4 a. m.—Left River Magdalen.
 “ 6, 5½ a. m.—Anchored at Grande Vallée.
 “ 6, 7½ a. m.—Left Grande Vallée.
 “ 6, 9 a. m.—Anchored at Grand Etang.
 “ 6, 10½ a. m.—Left Grand Etang.

- Aug. 6, 12 a. m.—Anchored at Fox River.
 “ 6, 6 p. m.—Left Fox River.
 “ 6, 7 p. m.—Anchored at Griffin Cove.
 “ 7, 5½ a. m.—Left Griffin Cove.
 “ 7, 7 a. m.—Anchored at Cape des Rosiers.
 “ 7, 9 a. m.—Left Cape des Rosiers.
 “ 7, 12 a. m.—Brought to at Grande Grève.
 “ 7, 1 p. m.—Left.
 “ 7, 5 p. m.—Anchored at Gaspé Basin.
 “ 11, 7½ a. m.—Left Gaspé Basin.
 “ 11, 12 a. m.—Anchored at Percé.
 “ 12, 11½ p. m.—Left Percé.
 “ 13, 3¾ a. m.—Anchored at Malbaie.
 “ 13, 11½ a. m.—Left Malbaie.
 “ 13, 12½ a. m.—Anchored at Percé.
 “ 15, 5 p. m.—Left for north shore of Gulf.
 “ 16, 11½ a. m.—Anchored at Shallop Creek, Island of Anticosti.
 “ 16, 1 p. m.—Left Shallop Creek.
 “ 16, 10 p. m.—Anchored off the Easterly Point of Anticosti.
 “ 17, 9 a. m.—Left Easterly Point.
 “ 17, 8 p. m.—Anchored at Kegashka Bay.
 “ 18, 3½ p. m.—Left Kegashka.
 “ 18, 5 p. m.—Anchored at Musquarro.
 “ 18, 9 p. m.—Left Musquarro.
 “ 19, 10½ a. m.—Anchored in harbor of Wapitigun.
 “ 20, 1 p. m.—Went in a boat to Moinier's Point.
 “ 21, 5 a. m.—Left Wapitigun.
 “ 21, 11½ a. m.—Anchored off Netagamu Island.
 “ 21, 12 p. m.—Left Netagamu Island.
 “ 21, 2 p. m.—Anchored off Little Mecatina.
 “ 21, 4 p. m.—Left Little Mecatina.
 “ 21, 5 p. m.—Brought to, off Tête à la Baleine. Went ashore.
 “ 21, 7½ p. m.—Left Tête à la Baleine.
 “ 22, 7 a. m.—Anchored at Blanc Sablons Bay.
 “ 27, 9½ a. m.—Left Blanc Sablons Bay.
 “ 27, 11½ a. m.—Arrived at Brador Bay.
 “ 29, 5 a. m.—Left Brador Bay.
 “ 29, 7½ a. m.—Anchored at Belles Amours Bay.
 “ 29, 9½ a. m.—Left Belles Amours.
 “ 29, 10½ a. m.—Arrived at Middle Bay.
 “ 29, 12 a. m.—Left Middle Bay.
 “ 29, 12½ a. m.—Arrived at Five Leagues.
 “ 29, 2 p. m.—Left Five Leagues.
 “ 29, 4 p. m.—Arrived at Bonne Espérance.
 “ 30, 1 p. m.—Left Bonne Espérance.
 “ 30, 3½ p. m.—Arrived at Lisotte's fishery.
 “ 30, 6 p. m.—Left Lisotte's fishery.
 “ 30, 7 p. m.—Off Herbée Island.
 Sept. 1, 6, a. m.—Left Herbée Island.
 “ 1, 7 a. m.—Visited Baie des Rochers.
 “ 1, 9 a. m.—Visited Napetipee River.
 “ 1, 11 a. m.—Visited Chicataca.
 “ 1, 1 p. m.—Anchored at St. Augustin.
 “ 2, 11 a. m.—Left St. Augustin.
 “ 2, 1 p. m.—Visited Tête à la Baleine and Kikapœ.
 “ 2, 7 p. m.—Arrived at Salt Lake.
 “ 3, 10½ a. m.—Left Salt Lake.

- Sept. 3, 1½ p. m.—Arrived at Mutton Bay.
 " 5, 5 a. m.—Left Mutton Bay.
 " 7, 11 a. m.—Arrived at Bryon Island.
 " 7, 10½ p. m.—Left Bryon Island.
 " 8, 8½ a. m.—Anchored at House Harbor.
 " 9, 5 a. m.—Left House Harbor.
 " 9, 8 a. m.—Anchored at Amherst Harbor.
 " 13, 10 p. m.—Left Magdalen Islands.
 " 15, 7 a. m.—Anchored at St. Pierre—Prince Edward Island.
 " 15, 9 a. m.—Weighed Anchor and sailed for Rustico.
 " 15, 3 p. m.—Off Rustico Harbor.
 " 16, 3 a. m.—Weighed anchor, to leave the shore.
 " 16, 7 a. m.—Came back to our first anchoring place.
 " 16, 9½ a. m.—Again obliged to go away on account of the sea; the chain broke, and our large anchor is lost.
 " 17, 7 a. m.—Anchored opposite Rustico River.
 " 19, 1½ a. m.—Left Rustico.
 " 19, 7 p. m.—Anchored at Paspebiac.
 " 22, 10 a. m.—Left Paspebiac.
 " 22, 11 a. m.—Stopped at New Carlisle.
 " 22, 1 p. m.—Left New Carlisle.
 " 22, 2 p. m.—Anchored at Bonaventure.
 " 22, 7 p. m.—Left Bonaventure.
 " 23, 1 a. m.—Anchored at Carleton.
 " 23, 1½ p. m.—Left Carleton.
 " 23, 7 p. m.—Anchored at Dalhousie.
 " 24, 1 p. m.—Left Dalhousie.
 " 24, 4½ p. m.—Off Pointe à la Garde.
 " 25, 6 a. m.—Went up River Ristigouche in a boat.
 " 26, 7 a. m.—Left Pointe à la Garde.
 " 26, 11 a. m.—Anchored at Dalhousie.
 " 27, 1 a. m.—Left Dalhousie.
 " 27, 11 a. m.—Anchored at Carleton.
 " 27, 12 p. m.—Left Carleton.
 " 28, 7½ a. m.—Anchored at New Richmond.
 " 29, 4 a. m.—Left New Richmond.
 " 29, 8 a. m.—Anchored at New Carlisle.
 " 30, 5 a. m.—Left New Carlisle.
 " 30, 12 a. m.—Anchored at Caraquette Bay.
 Oct. 2, 12 a. m.—Left Caraquette.
 " 3, 5 p. m.—Anchored at Gaspé Basin.
 " 9, 8 a. m.—Left Gaspé.
 " 9, 9½ p. m.—Anchored at Percé.
 " 9, 12 p. m.—Left Percé.
 " 10, 6 p. m.—Anchored at S. W. Point of Island of Anticosti.
 " 10, 10 p. m.—Left S. W. Point.
 " 11, 11½ a. m.—Anchored at Ellis Bay.
 " 11, 2½ p. m.—Left Ellis Bay.
 " 11, 5½ p. m.—Anchored at West Point Island of Anticosti.
 " 11, 7½ p. m.—Left West Point.
 " 12, 1½ p. m.—Anchored at Bay of Seven Islands.
 " 14, 11 a. m.—Left Seven Islands.
 " 14, 9 p. m.—Anchored at Mingan.
 " 16, 6 a. m.—Left Mingan.
 " 16, 9½ a. m.—Anchored at Esquimaux Point.
 " 17, 11 a. m.—Left Esquimaux Point.
 " 17, 2 p. m.—Anchored at Mingan.

- Octr. 17, 3 p. m.—Left Mingan.
 “ 17, 4 p. m.—Off Long Point.
 “ 19, 11 a. m.—Left Long Point.
 “ 20, 7 a. m.—Anchored at Percé.
 “ 21, 10½ a. m.—Left for Magdalen Islands.
 “ 22, 12 p. m.—Off Cap aux Meules.
 “ 24, 12 a. m.—Left Cap aux Meules.
 “ 24, 1½ p. m.—Anchored at Amherst Harbor.
 “ 25, 9½ p. m.—Left Amherst Harbor.
 “ 26, 8½ p. m.—Anchored at Percé.
 “ 27, 4 p. m.—Left Percé.
 “ 28, 2½ a. m.—Anchored at Paspébiac.
 “ 30, 8 a. m.—Left Paspébiac.
 “ 30, 6½ p. m.—Anchored at Carleton.
 “ 31, 11 a. m.—Left Carleton.
 “ 31, 2 p. m.—Anchored at Magouasha.
 Nov. 1, 12 a. m.—Left Magouasha.
 “ 1, 6 p. m.—Anchored at New Carlisle.
 “ 2, 9 a. m.—Anchored at Paspébiac.
 “ 5, 8 p. m.—Left Paspébiac.
 “ 8, 11 a. m.—Anchored at Percé.
 “ 8, 7 p. m.—Left Percé.
 “ 9, 10 a. m.—Anchored at Gaspé.
 “ 14, 6½ a. m.—Left Gaspé.
 “ 14, 9 a. m.—Anchored at Douglastown.
 “ 14, 10½ a. m.—Left Douglastown.
 “ 14, 2 p. m.—Anchored at Malbaie.
 “ 14, 8 p. m.—Left Malbaie for Quebec.
 “ 15, 8 a. m.—Gale from N. obliges us to come back to Malbaie.
 “ 16, 11 a. m.—Left Malbaie.
 “ 16, 12½ a. m.—Anchored at Percé.
 “ 19, 6 a. m.—Left Percé for Quebec.
 “ 19, 9½ a. m.—The storm obliges us to put back to Malbaie a second time.
 “ 23, 2½ p. m.—Left Malbaie for Quebec.
 “ 24, 11 a. m.—Anchored at Bay of Seven Islands.
 “ 24, 12½ a. m.—Left Seven Islands.
 “ 24, 6½ p. m.—Wrecked, during a furious snow-storm, at 2½ miles East of Cariboo Islets.
 “ 25, —The whole of the crew engaged in dismantling the schooner, and securing the materials.
 “ 26, do do do
 “ 27, do do do
 “ 28, 8½ a. m.—Left Cariboo Islets.
 “ 28, 1½ p. m.—Arrived at Pointe des Monts.
 “ 29, 9½ a. m.—Left Pointe des Monts to cross the river.
 “ 29, 7 p. m.—Arrived at l'Anse à la Croix—Little Matane.
 “ 30, —Left for Quebec.
 Dec. 6, —Discharged and paid part of the crew.
 “ 7, —Discharged the remainder.

STATEMENT of the Exports, Imports and Duties collected at the Port of Gaspé,
from the year 1851 to 1861.

| Year. | Exports. | Imports. | Duty. |
|-------|------------|------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| 1851 | 141,737 00 | 53,351 00 | 6,834 00 |
| 1852 | 131,432 00 | 36,722 00 | 4,144 00 |
| 1853 | 130,671 00 | 41,347 00 | 4,020 00 |
| 1854 | 120,232 00 | 61,652 00 | 5,954 00 |
| 1855 | 153,694 00 | 59,608 00 | 4,540 00 |
| 1856 | 176,711 00 | 63,837 00 | 4,406 00 |
| 1857 | 188,210 00 | 82,422 00 | 7,237 00 |
| 1858 | 217,858 00 | 82,128 00 | 8,657 00 |
| 1859 | 244,765 00 | 103,865 00 | 15,153 00 |
| 1860 | 273,094 00 | 106,253 00 | 14,658 00 |
| 1861 | 630,477 00 | 374,729 00 | Free Port. |

STATEMENT of Exports, Imports and Duties collected at the Port of New Car-
lisle, from the year 1851 to 1861.

| Year. | Exports. | Imports. | Duty. |
|-------|------------|------------|-----------|
| | \$ cts. | \$ cts. | \$ cts. |
| 1851 | 50,101 00 | 53,679 00 | 5,098 00 |
| 1852 | 104,866 00 | 67,650 00 | 6,238 00 |
| 1853 | 119,768 00 | 67,840 00 | 6,400 00 |
| 1854 | 107,428 00 | 80,392 00 | 6,824 00 |
| 1855 | 139,032 00 | 114,320 09 | 8,714 09 |
| 1856 | 145,864 00 | 118,233 00 | 10,112 00 |
| 1857 | 181,419 00 | 117,879 00 | 9,482 00 |
| 1858 | 221,071 00 | 92,828 00 | 9,088 00 |
| 1859 | 253,190 00 | 126,924 00 | 12,600 00 |
| 1860 | 253,363 00 | 127,034 00 | 14,703 00 |
| 1861* | 35,468 00 | 5,472 00 | 198 00 |

*Amount up to 1st May; after this date, included in Gaspé returns.

STATEMENT of Exports, Imports and Duties collected at the Port of Amherst
from the year 1851 to 1861.

| Y | Exports. | Imports. | Duty. |
|------|------------|------------|----------|
| | \$ cts. | \$ cts. | \$ cts. |
| 1851 | 19,581 00 | 5,684 00 | 446 00 |
| 1852 | 44,334 00 | 12,984 00 | 1,212 00 |
| 1853 | 68,388 00 | 12,304 00 | 1,336 00 |
| 1854 | 76,820 00 | 18,304 00 | 1,696 00 |
| 1855 | 61,288 00 | 29,600 00 | 1,492 00 |
| 1856 | 81,952 00 | 34,212 00 | 1,368 00 |
| 1857 | 140,432 00 | 35,239 00 | 1,722 00 |
| 1858 | 252,493 00 | 49,994 00 | 2,639 00 |
| 1859 | 266,656 00 | 54,803 00 | 3,821 00 |
| 1860 | 264,432 00 | 43,281 00 | 4,373 00 |
| 1861 | Not given. | *11,867 00 | 610 00 |

*Amount up to 19th May; after this date included in Gaspé.

RETURN of Vessels entered Inwards at the Port of Gaspé from the year 1851 to 1861.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|-----|-------|------|-------------------------------------|-----|--------|-------|
| 1851 | 85 | 6,939 | 431 | 1857 | 61 | 6,739 | 618 |
| 1852 | 44 | 5,106 | 257 | 1858 | 65 | 5,817 | 405 |
| 1853 | 51 | 4,924 | 270 | 1859 | 50 | 5,228 | 367 |
| 1854 | 41 | 4,663 | 247 | 1860 | 59 | 6,304 | 419 |
| 1855 | 55 | 5,133 | 301 | *1861 | 357 | 26,941 | 2,502 |
| 1856 | 62 | 7,294 | 380 | *This amount includes the outports. | | | |

RETURN of Vessels cleared from the Port of Gaspé, from the year 1851 to 1861.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|-----|-------|------|------------------------------|-----|--------|-------|
| 1851 | 103 | 7,799 | 576 | 1857 | 46 | 5,692 | 315 |
| 1852 | 36 | 4,808 | 248 | 1858 | 48 | 6,365 | 351 |
| 1853 | 32 | 3,895 | 210 | 1859 | 44 | 4,336 | 305 |
| 1854 | 38 | 4,781 | 248 | 1860 | 50 | 5,349 | 361 |
| 1855 | 40 | 4,388 | 251 | *1861 | 325 | 23,717 | 2,080 |
| 1856 | 47 | 6,321 | 428 | *This includes the outports. | | | |

RETURN of Vessels entered inwards and outwards at the Port of New Carlisle, from the year 1851 to 1861.

INWARDS.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|-----|-------|------|---------------|-----|--------|------|
| 1851 | 65 | 7,216 | 386 | 1857 | 96 | 11,167 | 539 |
| 1852 | 68 | 6,268 | 366 | 1858 | 121 | 12,295 | 763 |
| 1853 | 67 | 7,517 | 492 | 1859 | 112 | 12,853 | 714 |
| 1854 | 54 | 3,225 | 310 | 1860 | 119 | 14,553 | 625 |
| 1855 | 69 | 6,737 | 370 | *1861 | 18 | 4,847 | 160 |
| 1856 | 94 | 8,941 | 360 | *To 10th May. | | | |

OUTWARDS.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|-----|-------|------|---------------|-----|--------|------|
| 1851 | 56 | 6,759 | 366 | 1857 | 92 | 11,205 | 534 |
| 1852 | 57 | 5,782 | 344 | 1858 | 99 | 12,722 | 550 |
| 1853 | 58 | 7,222 | 348 | 1859 | 84 | 11,217 | 599 |
| 1854 | 45 | 4,662 | 298 | 1860 | 101 | 11,737 | 696 |
| 1855 | 61 | 6,286 | 382 | *1861 | 15 | 4,844 | 146 |
| 1856 | 77 | 8,787 | 420 | *To 10th May. | | | |

RETURN of Vessels entered Inwards and Outwards at the Port of Amherst, C. E.,
from the year 1851 to 1861.

INWARDS.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|------------|-------|------|-------|--------------------------------|--------|-------|
| 1851 | 28 | 1,221 | 95 | 1857 | 128 | 6,739 | 618 |
| 1852 | No return. | | | 1858 | 252 | 11,067 | 1,338 |
| 1853 | 162 | 7,396 | 979 | 1859 | 374 | 17,144 | 2,134 |
| 1854 | 104 | 4,223 | 519 | 1860 | 293 | 13,628 | 1,691 |
| 1855 | 106 | 6,087 | 548 | 1861 | Included in return from Gaspé. | | |
| 1856 | 131 | 6,784 | 629 | | | | |

OUTWARDS.

| Year. | No. | Tons. | Men. | Year. | No. | Tons. | Men. |
|-------|-------------|-------|------|-------|--------------------------------|--------|-------|
| 1857 | 32 | 1,245 | 104 | 1857 | 141 | 5,690 | 763 |
| 1852 | No returns. | | | 1858 | 240 | 10,413 | 1,353 |
| 1853 | 109 | 4,207 | 589 | 1859 | 282 | 13,198 | 1,555 |
| 1854 | 112 | 9,519 | 592 | 1860 | 238 | 11,079 | 1,360 |
| 1855 | 106 | 4,080 | 561 | 1861 | Included in return from Gaspé. | | |
| 1856 | 153 | 6,025 | 824 | | | | |

RETURN of the Number and Tonnage of Vessels which arrived at Gaspé and
outports, in the year 1861.

GASPÉ AND OUTPORTS.

| Countries 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..... | 36 | 4,529 | 305 | | | | 3 | 890 | 37 | | | |
| Nova Scotia..... | 59 | 3,503 | 424 | | | | 88 | 4,258 | 576 | | | |
| New Brunswick..... | 33 | 3,443 | 329 | | | | 31 | 1,794 | 154 | | | |
| Newfoundland..... | 3 | 312 | 23 | | | | 9 | 777 | 52 | | | |
| Prince Edward Island... | 10 | 417 | 57 | | | | 18 | 738 | 90 | 1 | 132 | 6 |
| United States..... | 2 | 247 | 14 | 3 | 251 | 17 | 1 | 108 | 6 | 41 | 3,128 | 262 |
| Brazil, Rio Janeiro..... | | | | | | | 1 | 268 | 12 | | | |
| Spain..... | 15 | 1,484 | 106 | | | | | | | | | |
| Bremen..... | | | | | | | 1 | 150 | 8 | | | |
| Norway..... | | | | 2 | 512 | 24 | | | | | | |
| Totals..... | 158 | 13,935 | 1,258 | 5 | 763 | 41 | 152 | 8,983 | 935 | 42 | 3,260 | 268 |

PORT OF NEW CARLISLE.

| | | | | | | | | | | | |
|-------------------------|---|-----|----|--|--|----|-------|-----|---|-------|----|
| United Kingdom..... | | | | | | 5 | 2,209 | 61 | 1 | 383 | 11 |
| New Brunswick..... | 4 | 293 | 20 | | | 1 | 167 | 7 | | | |
| Newfoundland..... | | | | | | 1 | 171 | 5 | 1 | 377 | 12 |
| Prince Edward Island... | 1 | 63 | 4 | | | | | | | | |
| France..... | | | | | | 1 | 246 | 9 | | | |
| Spain..... | | | | | | 2 | 636 | 20 | 1 | 302 | 11 |
| Totals..... | 5 | 356 | 24 | | | 10 | 3,429 | 102 | 3 | 1,062 | 34 |

PORT OF GASPE AND OUTPORTS.

| ARRIVED. | | | DEPARTED. | | |
|--------------------|-----------------|----------|--------------------|-----------------|----------|
| Under what Colors. | No. of Vessels. | Tonnage. | Under what Colors. | No. of Vessels. | Tonnage. |
| British..... | 310 | 22,918 | British..... | 279 | 19,950 |
| United States..... | 45 | 3,511 | United States..... | 45 | 3,511 |
| Norwegian..... | 2 | 512 | Norwegian..... | 1 | 256 |
| Total..... | 357 | 26,941 | Total..... | 325 | 23,717 |

PORT OF NEW CARLISLE.

| ARRIVED. | | | DEPARTED. | | |
|--------------------|-----------------|----------|--------------------|-----------------|----------|
| Under what Colors. | No. of Vessels. | Tonnage. | Under what colors. | No. of Vessels. | Tonnage. |
| British..... | 15 | 3,785 | British..... | 12 | 3,782 |
| Prussian..... | 3 | 1,062 | Prussian..... | 3 | 1,062 |
| Total..... | 18 | 4,847 | Total..... | 15 | 4,844 |

RETURN of the Number and Tonnage of Vessels which cleared from Gaspé and outports, in the year 1861, with cargoes.

PORT OF GASPE AND OUTPORTS.

| Countries for which they cleared. | With Cargoes. | | | | | |
|-----------------------------------|---------------|--------|-------|----------|-------|------|
| | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom..... | 15 | 2,571 | 137 | 1 | 247 | 11 |
| United States..... | 6 | 596 | 39 | 44 | 3,379 | 291 |
| Portugal..... | 1 | 71 | 7 | | | |
| Spain..... | 19 | 1,751 | 122 | | | |
| Nova Scotia..... | 112 | 5,339 | 687 | | | |
| New Brunswick..... | 32 | 2,662 | 233 | | | |
| Newfoundland..... | 15 | 1,435 | 95 | | | |
| Prince Edward Island..... | 32 | 1,301 | 164 | | | |
| Italy..... | 13 | 1,802 | 105 | | | |
| Brazil..... | 6 | 1,133 | 58 | | | |
| Totals..... | 251 | 18,511 | 1,647 | 45 | 3,626 | 302 |

RETURN of the Number and Tonnage of Vessels which cleared from the Port of
New Carlisle in the year 1861, with cargoes.

PORT OF NEW CARLISLE.

| Countries for which they cleared. | With Cargoes. | | | | | |
|-----------------------------------|---------------|-------|------|----------|-------|-------|
| | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. |
| United Kingdom | 11 | 3,719 | 108 | 3 | 1,062 | 34 |
| New Brunswick | 1 | 63 | 4 | ..... | ..... | ..... |
| Totals | 12 | 3,782 | 112 | 3 | 1,062 | 34 |

STATEMENT of the quantity and value of the produce of the Fisheries exported in
the year 1861, and indicating to what country exported.

| ARTICLES. | Total Exports. | | To what Country Exported. | | | | |
|---|----------------|--------------|---------------------------|-------------------|--------------|----------------|--------------------------|
| | Quantity | Total Value. | Great Britain. | British Colonies. | | United States. | Other Foreign Countries. |
| | | | | North America. | West Indies. | | |
| THE FISHERIES: | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Fish—Dried and Smoked.....Cwt. | 143,783 | 420,631 | 103,368 | 29,571 | 90 | 664 | 286,938 |
| Pickled.....Bris. | 86,084 | 203,451 | 12,854 | 93,334 | 80 | 86,826 | 357 |
| Fresh..... | ..... | 16,426 | ..... | 480 | ..... | 15,946 | ..... |
| Oil.....Gals. | 44,474 | 19,259 | 11,538 | 7,399 | ..... | 331 | ..... |
| Furs or Skins, the produce of Fish, or creatures living in the sea ..... | ..... | 3,933 | ..... | 2,865 | ..... | 1,068 | ..... |
| Total produce of the Fisheries..... | ..... | 663,700 | 127,760 | 133,640 | 170 | 114,835 | 287,295 |

STATEMENT of the quantity and value of Goods *Exported* from the Free Ports of
Gaspé and Sault Ste. Marie to other Canadian Ports, during the year 1861.

| ARTICLES. | Gaspé. | | Sault. Ste. Marie. | |
|-----------------------|-----------|---------|--------------------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | | \$ | | \$ |
| Bark Canoes.....No. | 1 | 3 | ..... | ..... |
| Barley.....Bushels. | 1,104 | 689 | ..... | ..... |
| Butter.....Lbs. | 140 | 21 | ..... | ..... |
| Eggs.....Dozen. | 184 | 28 | ..... | ..... |
| Feathers..... | ..... | 198 | ..... | ..... |
| Fish, viz., Cod..... | \$55,362 | ..... | ..... | ..... |
| Herrings..... | 37,508 | ..... | ..... | ..... |
| Salmon and Trout..... | 19,623 | ..... | ..... | ..... |
| Mackerel..... | 2,610 | ..... | ..... | ..... |
| Oysters..... | 1,932 | ..... | ..... | ..... |
|  | ..... | 117,035 | ..... | ..... |

STATEMENT of the quantity and value of Goods *Exported* from the Free Ports of Gaspé and Sault Ste. Marie to other Canadian Ports—(continued.)

| ARTICLES. | Gaspé. | | Sault Ste. Marie. | |
|----------------------------------|-----------|--------|-------------------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| Flour Brls. | 15 | 120 | | |
| Fruit, Green | | 82 | | |
| Furs and Skins..... | | 8,676 | | |
| Grindstones..... | | 128 | | |
| Horses No. | 1 | 50 | | |
| Hides..... | | 2,113 | | |
| Lard Lbs. | 200 | 40 | | |
| Meats..... | | 98 | | |
| Oil..... Galls. | 129,388 | 62,448 | | |
| Oxen..... No. | 2 | 40 | | |
| Ores of all kinds of Metals..... | | 112 | | |
| Plaster..... | | 40 | | |
| Rags..... | | 14 | | |
| Vegetables..... | | 29 | | |
| Whalebone..... | | 10 | | |
| Wood..... | | | | |
| Wool..... | | | | 95 |
| Woollens..... | | | | |
| Totals..... | | | | 95 |

STATEMENT of the Quantity and Value of Goods *Imported* into the Free Ports of Gaspé and Sault Ste. Marie, from other Canadian Ports, during the year 1861.

| ARTICLES. | Gaspé. | | Sault Ste. Marie. | |
|------------------------------------|-----------|----------|-------------------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| Ale, Beer and Porter..... gallons. | 7,303 | \$ 1,648 | 800 | \$ 100 |
| Biscuit..... Barrels. | 4,426 | 16,915 | | |
| Boots and Shoes..... | | 3,195 | | |
| Brandy..... Gallons. | 607 | 997 | 222 | 484 |
| Brooms..... | | 247 | | |
| Butter..... Lbs. | 65,450 | 7,936 | 500 | 50 |
| Candles..... do. | 37,257 | 3,382 | 36 | 7 |
| Cheese..... do. | 2,370 | 290 | | |
| Cigars..... do. | 753 | 753 | | |
| Clothing..... | | 1,121 | | 1,670 |
| Coffee, green..... Lbs. | 3,553 | 685 | 81 | 16 |
| Cordage..... | | 548 | | |
| Cordials..... Gallons. | 103 | 72 | | |
| Cottons..... | | | | 2,817 |
| Deals and Boards..... | | 3,079 | | 162 |
| Dried Fruits..... | | 779 | | 79 |
| Dry Goods..... | | 16,561 | | 275 |
| Fish..... | | 3,907 | | |
| Flour..... Barrels. | 29,068 | 145,240 | 60 | 240 |
| Gin..... Gallons. | 7,425 | 3,930 | 34 | 17 |
| Glass and Earthenware..... | | 1,268 | | 92 |
| Groceries..... | | 2,829 | | 135 |
| Gunpowder..... | | 688 | | 757 |
| Hardware..... | | 15,876 | | 3,707 |
| Iron..... | | 376 | | 1,403 |
| Lard..... Lbs. | 22,928 | 3,068 | 1,200 | 117 |

STATEMENT of the Quantity and Value of Goods Imported into the Free Ports of Gaspé and Sault Ste. Marie, from other Canadian Ports—(continued.)

| ARTICLES. | Gaspé. | | Sault Ste. Marie. | |
|------------------------------|-----------------|---------|-------------------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| Leather | | 4,722 | | |
| Machinery | | | | 1,250 |
| Manufactures of Wood | | 7,565 | | |
| Meal | Barrels. 589 | 2,354 | | |
| Meats | do. 2,469 | 39,262 | 9 | 124 |
| Molasses | Gallons. 14,431 | 4,943 | 74 | 24 |
| Musical Instruments | | 240 | | 305 |
| Nets, Lines and Twines | | 2,517 | | 200 |
| Oats and Barley | Barrels. 108 | 282 | | |
| Paints | | 758 | | |
| Pens | Barrels. 1,197 | 3,829 | | |
| Rice | Lbs. 15,496 | 498 | | |
| Rum | Gallons. 655 | 509 | | |
| Sails | | 868 | | |
| Salt | Bags. 11,510 | 5,776 | 52 | 104 |
| Sheep | Number. | | 10 | 30 |
| Shingles | | 196 | | |
| Shot | | 598 | | |
| Snuff | Lbs. 3,064 | 450 | | |
| Soap | do. 4,344 | 2,247 | Cases 39 | 299 |
| Steel | | | | 2,472 |
| Sugar, Muscovado | Lbs. 38,109 | 3,007 | 22,150 | 1,334 |
| Tea | do. 20,318 | 10,683 | 5,917 | 2,806 |
| Tobacco | do. 34,974 | 5,792 | 3,923 | 708 |
| Vegetables | | 1,400 | | |
| Vinegar | Gallons. 728 | 280 | | |
| Wheat | Barrels. 31 | 61 | | |
| Whisky | Gallons. 8,076 | 6,190 | | |
| Wine | do. 1,112 | 1,268 | 164 | 350 |
| Woolens | | 10,466 | | 16,833 |
| Unenumerated Articles | | 14,804 | | 406 |
| Totals | | 366,948 | | 39,179 |

REMARKS ON THE CRUISE OF "LA CANADIENNE," DURING THE YEAR 1861.

The cruise of "La Canadienne," for the protection of our Fisheries in the Gulf of St. Lawrence, for this year, lasted from the 23rd of May to the 24th of November; that is to say, six months, and has been one of the most active and productive of happy results as one of the severest labor and hardship of those in which "La Canadienne" has been engaged for seven years. Never, indeed, in this period, was the shipping season so bad—never were there seen such frequent storms, so much rain, and so many fogs, and never did the fall set in so early. To make the story short, it will suffice to mention that by the log-book of "La Canadienne," we find during the six months cruise, 76 days rain, snow or fog, and from the 1st October to the 24th November. 30 days of rain or snow. The worst period of bad weather fell in the months of July, October and November: in July, 9 days' rain and 9 days' fog; in October, 18 days' rain, 1 day's fog and 3 days' snow; in November, up to the 24th, 10 days' rain, 1 day's fog, 8 days' snow.

During these six months cruise and in spite of the stormy weather, I visited the Eastern part of the Labrador coast, once; the western part of same and the North Shore of the St. Lawrence, three times; Magdalen Islands, three times; Anticosti, twice; the Bay of Chaleurs, three times; Percé, ten times; and the Bay of Gaspé, five times.

These visits, comprising stopping at and visiting more than 300 fishing posts, besides many hundred miles traveled in a boat, form a total of 4,821 nautical miles. To this

must be added 1,000 miles when tacking or lying to, on account of head winds, or when it was dangerous to try to anchor, making a total of nearly 6,000 miles, for 180 day's cruising.

Anchor was dropped 128 times; we weighed it and set sail as many times.

During the months of May, June, and July, I visited 31 salmon fishing rivers, 17 on the north and 14 on the south shore; more than 100 salmon fishing stations, and upon an extent of 900 miles of coast I gave 264 salmon fishing Licenses.

I traveled over the whole of the north shore of the river and Gulf of St. Lawrence, from Bersimis River to l'Anse aux Blancs Sablons, (except from Maniton to St. John's River,) stopping at all the posts to take the census of the inhabitants, numbering above 4,000.

During my visits to the different harbors and coasts in my jurisdiction, I received the complaints, of which I give a list, shewing the judgments rendered, the parties convicted, those acquitted, the fines imposed, and the number of persons committed for trial.

STATEMENT of Complaints, Informations, &c., &c.

| Plaintiff. | Defendant. | Date. | Nature of Complaint. | Fine or other Punishment. |
|-------------------|------------------|---------|------------------------------------|--------------------------------------|
| | | 1861. | | |
| Pierre Duguay | Pierre Loisele | May 29 | Damaging a house | Five dollars damages. |
| Alex. Cormier | Pierre Briant | June 7 | Assault | Acquitted. |
| Do | Alex. Belleau | " 7 | Obstructing a Municipal Officer | Dead. |
| J. B. Bernier | Jos. Hunson | " 11 | Assault and Battery | Acquitted by the Court at Percé. |
| Thos. Boyce | Abraham Coffin | " 24 | Breach of Fishery Law | \$4. & nets confiscated. |
| Jos. Beaufron | P. Beliveau | July 9 | do do | Twelve dollars. |
| Do | Prudent Nicol | " 9 | do do | Eight dollars. |
| Ed. de Laparelle | Ed. Quigley | " 13 | Theft on board of a wrecked vessel | Imprisonment. |
| Do | Jas. Quigley | " 13 | do | Discharged. |
| Do | Ed. Quigley, Jr. | " 13 | do | Imprisonment. |
| Do | Mich. Quigley | " 13 | do | do |
| Do | Danl. Queripel | " 13 | do | do |
| Do | Wm. Welsh | " 23 | do | Discharged. |
| Do | Wm. Hamilton | " 13 | do | do |
| Hilaire Carboneau | John Vignault | " 15 | Assault and battery | Ten dollars. |
| Paul Vignault | Peter Rhynard | " 16 | Breach of Fishery Law | \$20, 12 bis. salmon con. |
| Robt. Stanley | Saml. Foreman | " 16 | do do | Twenty dollars. |
| Wm. Veasy | Hegwick Wager | " 23 | Insubordination on board vessel | 6 weeks imprisonment, und. imp. Act. |
| Do | David Collis | " 23 | do | do |
| Do | Robt. Hobson | " 23 | do | 4 weeks do |
| Do | Henry Enderby | " 23 | do | 6 weeks do |
| John Holliday | Peter Glasgow | " 23 | Breach of Fishery Law | Eight dollars. |
| Do | David Tetu | " 27 | do do | Referred to Court. |
| Hugh Chisholm | Thos. Picard | " 27 | do do | Five dollars. |
| Do | Dom. Lepage | " 27 | do do | Acquitted. |
| Do | Danl. Homes | " 27 | do do | Sick. |
| Do | Jas. Gillis | " 27 | do do | Acquitted. |
| Do | John Renouf | " 27 | do do | Absent. |
| Joseph Derschie | Geo. Sinnette | Aug. 5 | do do | Acquitted. |
| Do | Mathew Coulomb | " 5 | do do | Five dollars. |
| Do | Wm. Knowles | " 5 | do do | do |
| George Sinnette | do | " 5 | do do | Acquitted. |
| Wm. Tilly | Geo. Girard | " 12 | Manslaughter | Acquitted by Gd. Jury. |
| Jean Vignault | Jean Giroux | " 17 | Breach of Fishery Law | Absent. |
| Do | Ans. Guimette | " 17 | do do | do |
| Celine Guimette | John Bodman | " 25 | Recovery of wages | Settled, three dollars. |
| Jean Vallerand | Mich. Kenty | | Breach of Fishery Law | Acquitted. |
| Eva McLean | Jas. Brophy | Sept. 9 | Rape | Bound over. |
| Cyrille Bourque | Unknown sailor | June 5 | Burglary | do |
| Frs. LeFollet | Chas. Miles | Oct. 3 | Assault and battery | 8 weeks imprisonment. |
| Clarence Hamilton | Albert Mouett | " 18 | Robbery | Imprisonment |
| Do | Rich. Manger | " 18 | Receiving stolen goods | do |
| Wm. Adams | Mich. Ryan | " 18 | Assault and battery | Twenty dollars. |
| Thos. Connor | Henry Haywood | Nov. 12 | do | Ten dollars. |

Forty-four Complaints, fourteen Commitments to Jail. Fines imposed, \$127.

In some cases, complaints could not be followed up, on account of the absence of the parties on my arrival.

With few exceptions, public order and peace have not been troubled on the North and South shore, and there was no renewal of the fights and quarrels which so often occurred between our fishermen and strangers, and where the right of possession in seal and salmon Fisheries used to give rise to many difficulties, (especially between neighbors), to trespass and often to encroachment, committed by the strongest to the prejudice of the weakest. Only four cases of this kind occurred this year, in which two of the parties were punished by a fine, and in the other cases the accused were absent.

Formerly, at the Magdalen Islands, complaints were numerous against foreign fishermen; this year two or three complaints were laid, of small consequence, and in each instance the guilty parties were absent. But a serious offence was committed at Mr. Joseph Bourque's, of Etang du Nord: this robbery, one of the boldest, must have been committed by some of the crew of the schooners anchored at Cap aux Meules, that is to say, on the other side of the island, where l'Etang du Nord is. The robbers had the whole of Grindstone Island to cross, in order to reach l'Etang du Nord village, where Mr. Bourque's house is situated, and the same distance to return. In my report, I speak of the steps which I took to endeavor to discover the guilty parties and of my failure.

Save these few cases of felony, and assault, and battery, there is reason to rejoice at the tranquillity which has prevailed on our maritime coasts, inhabited by a population of more than 30,000 souls, and frequented every year, during the fishing season, by more than 25,000 foreign fishermen.

REMARKS ON THE CANADIAN FISHERIES OF THE GULF.

The result of our fisheries has been generally very successful; if the market price had been as high as in ordinary years, the profit would have been great. Unfortunately, owing to the civil war in the United States, prices have been low, especially for salmon and small dried codfish.

I shall speak of the Fisheries separately, shewing the product of each, beginning with the cod fishery, the most important.

COD FISHING.

This fishery is known to be one of the most important carried on in the Gulf, as well as one of the most remunerative. It affords employment to thousands of people, together with an abundant supply of the cheapest and most wholesome kind of food. Hundreds of schooners and thousands of boats are engaged in it, and the conveyance of its products to the home or foreign markets, supplies freight, to many ships, gives occupation to the ship builder, and with him, to many other artisans, who supply the rigging and equipments of all kinds, as well as to the hands which manufacture lines and nets—no slight field for Canadian industry, inasmuch as it will, in time, give rise to a new branch of agriculture, the cultivation, namely, of hemp, to which our soil and climate are admirably adapted.

Cod fishing is divided into summer, and fall fishing. The former begins with the opening of navigation, and lasts till the 15th of August. The fish is sun-dried for the foreign market. The latter, or fall fishing, gives a better article than the first, the fish being fatter and the flesh firmer; but instead of being dried, it is either pickled or more usually dry-salted in empty flour barrels, and often only when in store; after which various forms of preparation, it reaches the consumer.

Generally speaking, cod fishing has been successful on our shores, although in some few places it has failed, these being exceptional; whilst in the most celebrated fishing places, such as l'Anse aux Blancs, Sablons, Natashquan, Moisie, Percé and elsewhere, the cod was most abundant. The small fish, such as capelin and lancee, which are the food of the cod in their periodical migration to our shores, urged by the strong instinct of continuing their species, and which likewise serve as bait for our fishermen, were also abundant. Accordingly, while the fishermen had large hauls of this fine fish on the shores of the Gulf,

on the eastern coast of Newfoundland, on the Great Bank and other grounds, and at the mouth of the Gulf, there were scarcely any fish.

It is very difficult to supply a reason for this. Are we to suppose that the shoals of cod coming from the depths of the ocean or from the Arctic seas have failed to find the food and other conditions which they require? Was there a deficiency of their usual subsistence? Or are we to conclude that the capelin and the launce, which also resort to our shores for the purpose of spawning, to return to the sea after the fulfilment of their mission, have deviated from their ordinary track, this year, and made their way through both entrances of the Gulf, at the same time, without pausing on the Banks within a hundred leagues of the river, drawing after them the cod of which they are the natural prey? The last hypothesis is, in my opinion, the true one; for wherever we find the capelin and the launce, especially the former, we are almost sure to find the cod, after the interval of a few days. On the coast of Gaspé, the capelin which had made its appearance early in the season, left the shore at the end of June. But for this the cod fishery would have been the most successful known in thirty or forty years. Unluckily, as the fish for bait fell short, the fishermen were obliged to remain inactive while the cod was still abundant on the banks, and none but those who succeeded in obtaining muscles and shell-fish of the molluscous kind, dug up from the sand and mud of the beach, were able to continue their occupation successfully.

In the present year, the shoals of codfish seem to have frequented our shores in greater numbers than ever and were caught in greater or smaller quantities on the north shore, from l'Anse aux Blancs Sablons to St. Nicholas Harbor. On the south shore codfish was abundant at Matane, Métis and as far as Rimouski. The same at the Bay of Chaleurs, where the fish were abundant as high up even as Carleton.

The places where codfish has been the most scarce this year are Belles Amours, Salmon Bay, the Dog Islands, and Gaspé Bay.

Product of summer fishery, about 135,000 quintals, of which 130,000 were exported to Brazil, Spain and Italy, and the remainder to Halifax. Total value, \$405,000.

The fall fishing at first promised to be very abundant. The banks near shore were covered with cod; squid was abundant; and fishermen, with their peculiar hooks, called "*Turlutttes*," the people could easily, in one night, make ample provision of bait for next day's fishing. During the first weeks, the fishing was good, but immediately afterwards gales and stormy weather set in, which were this year unusually heavy, and accompanied with torrents of rain, fogs and snow. These were perilous obstacles to the prosecution of their labors, lasting from the beginning of October to the close of the season. They could, therefore, rarely venture out, being, while at sea, exposed to the greatest dangers. The boats in use on our coasts are but frail, though well modeled, to encounter heavy seas, and well handled by their crews; they are about 20 to 22 feet keel and undecked, and in such boats our hardy fishermen go out sometimes ten leagues from shore. I need not say they often run great risks, and that their pursuit is a rough and arduous one in the autumn. It is then evident that, under these circumstances, the fall fishing was not so productive as in previous years.

From the informations received, I estimate the take to be 15,000 quintals. Value, \$45,000.

The autumn fishery fell short, therefore, of the yield of former years, and the markets were visibly affected by the scarcity of this fine fish, which, in its green state, is principally retailed in the country parts, forming a staple article of the food of the Catholic population, during the season of Lent.

HERRING FISHERY.

This fishery is also divided into spring and fall fishing. The first is made during the month of May, with nets and seines set in shallow water, near the Banks where herring come to spawn. The fish is lean at this time of the year, nearly one-fifth of the whole weight of their bodies being composed of eggs in the females and of melt in the males; but it nevertheless constitutes one of the greatest sources of exportation for hot climates, where it keeps, pickled, for a very long time; and we must bear in mind that this source of wealth is inexhaustible.

The principal places for herring fishing are the Magdalen Islands, the Bay of Plaisance, La Grande Entrée, sometimes l'Étang du Nord, the Bay of Chaleurs, Bonaventure, Cascadia Bay, on the New Richmond side as well as on the Maria side, and Carleton Bay. To these might be added Port Daniel and the Bay of the Seven Islands, where for a few years past a great quantity of this fish has been taken, either with the seine, net or hurdle fishery.

On the Gaspé coast, herring appears about the month of May; it is then used as bait, although a few barrels are sent to market or kept for winter use. I have already explained, in my report, the cause of failure of the herring fishery at Magdalen Islands, but still a greater number of schooners than ever (nearly 300) having resorted there, the fishing yielded, in the Bay, from 40,000 to 50,000 barrels. On the remainder of our shores, the fishing gave from 7,000 to 8,000 barrels.

The fall herring, that delicious fish called Labrador herring, for what reason I cannot imagine, visits only the north shore, and keeps near the Straits of Belle Isle. It appears at the end of August, and continues till the end of October.

Is this fish the same herring which, after having fattened in the Gulf, returns to the ocean by the Straits of Belle Isle, nearing the shores in the meantime; or is it another species of the same family? This point has not yet been decided by American naturalists, although the last hypothesis seems to be the correct one, the fish not being exactly similar to the spring herring.

Fall herring visits the shores of Newfoundland as well as those of Labrador, from l'Anse aux Blancs Sablons to Cape Charles, and many hundred miles further up. Sometimes it abounds on the north shore, and then it is scarce at Newfoundland, and *vice-versa*.

With large seines of sometimes 150 fathoms in length by 10 to 12 in breadth in the middle, and favorable weather, as much as 300, 500, and 800 barrels of herring are caught. If favorable weather will allow, the fish to be left in the seine, it may be taken away with a smaller seine from the larger one.

This fish must be dressed immediately: it does not keep long when out of water. After having been well cured and washed, it must be salted with great care, in water-tight barrels, or else it would acquire a rancid taste. A barrel of Labrador herring, well kept, is always worth from four to five dollars.

What an immense source of wealth is this fishery! When one reflects that as much as from 600 to 800 barrels of herring, of the first quality, are caught in one single haul of the seine, and in the space of one hour at the most! I have seen myself, in 1854, a seine set by Nova Scotia fishermen, after having been five days in the water, drawn out with 800 barrels of herring.

This branch of fishing was limited this year to Blancs Sablons and Bradore Bay, and the fish were not very large.

For some years, it has been observed that the largest kind of herring visits Newfoundland and that part of the Labrador coasts under the jurisdiction of the Government of Newfoundland, rather than our shores.

No reason can be given for this extraordinary fact.

All the Magdalen Islands and Esquimaux Point schooners engaged in this fishery with success, as did also some ten schooners from the parishes below Quebec.

Number of barrels of fish caught, say about 5,000, value \$15,000; value of spring herring caught on our shores, 48,000 barrels at \$1.50—\$72,000.

MACKEREL FISHERY.

Like the herring, the mackerel resorts to the shores of the gulf to spawn, and is then taken with nets. This fishing is much practised in Nova Scotia and especially in the Gut of Canso. On our shores it is followed only at the Magdalen Islands, in the Bay of Plaisance from the 1st to the middle of June. This net fishing gives but poor results, and is of no great importance to us. Not so with the summer fishing: our fishermen throw into the water a kind of paste made with fish oval so as to keep near their boats the mackerel, which they afterwards catch with hooks baited with a small piece of the skin of the mackerel's throat.

This fishery, neglected till now by Canadians, has assumed a great importance in the United States, especially in the State of Massachusetts, where some small sea-ports

send as many as 1,500 fine schooners to the Gulf. The finest fleet is that of Gloucester, comprising at least six hundred sail.

Mackerel was very scarce this year in the Gulf; it was hardly seen on the shores of Gaspé, and appeared but a few days in the St. Lawrence. It was abundant around the Magdalen Islands, especially at the entrance of the Bay of Plaisance. During August and September, from 100 to 150 American schooners fished there, with various success. Number of barrels caught by our fishermen in the Bay of Plaisance, 400. The summer fishing amounted to 1,000 barrels. Total value, \$11,200.

SALMON FISHERY.

With our fishery laws and regulations (slightly modified) continuing to be put in force and observed, this fishery will soon become one of the most important of the country, and our rivers again be what they were formerly, the most productive of North America. Already it is observed that every year their produce increases.

On the north shore this fishery did not give uniformly good results; thus while from l'Anse aux Blancs Sablons to Natashquan they were little better than common, they were more than doubled or trebled west of that point, especially at St. John and Moisie. In the river, falling into the Bay of Gaspé, the fishing was good. In those of the Bay of Chaleurs, except the Ristigouche, which gave an excess over the results of last year, the fishing stations both in the river and along shore gave generally less fish than the year before. The stations on the north shore of the River and Gulf of St. Lawrence gave about 1,831 barrels of salmon, and those of Gaspé and the Bay of Chaleurs 688½. Value, \$30,231. This includes only the salmon caught in my division; that is to say, west of Godbout River, on the north shore, and west of Cape Chatte River, on the south.

I estimate the quantity of trout taken in my division at 200 barrels, at \$12 per barrel, \$2,400.

RECAPITULATION.

| | |
|--|-----------|
| Codfish, Summer Fishing, 150,000 quintals..... | \$450,000 |
| “ Fall Fishing, 15,000 quintals | 45,000 |
| Herring, Spring Fishing, 48,000 barrels..... | 72,000 |
| “ Fall Fishing, 5,000 barrels..... | 15,000 |
| Mackerel, 1,400 barrels | 11,200 |
| Salmon, 2,519½ | 30,231 |
| Cod Oil, 90,000 gallons, @ 45 cts..... | 40,500 |
| Seal Oil, 62,513 “ @ 65 cts..... | 37,508 |
| | <hr/> |
| Whale Oil, 33,600 gallons..... | \$701,439 |
| 200 barrels Trout, @ \$12..... | 17,680 |
| 200 “ Halibut, @ \$6..... | 2,400 |
| 200 “ Cod Sounds and Tongues, @ \$5 | 1,200 |
| Value of Seal Skins | 1,000 |
| | <hr/> |
| Total value of the products of the Fisheries | 7,200 |
| | <hr/> |
| Total value of the products of the Fisheries | \$730,919 |

STATISTICS OF THE NORTH SHORE OF THE RIVER AND GULF OF ST. LAWRENCE, FROM PORT NEUF TO L'ANSE AUX BLANCS SABLONS, 540 MILES OF SEA SHORE, IN 1861.

| | |
|------------------------|-------|
| Number of people | 4,413 |
| French-Canadians | 2,612 |
| Anglo-Canadians | 628 |
| English | 308 |
| French | 24 |
| Italians | 2 |
| Americans | 5 |

| | |
|--|-----------|
| Poles | 1 |
| Indians | 833 |
| Roman Catholics..... | 3,841 |
| Protestants..... | 570 |
| Jews | 2 |
| Fishermen | 1,755 |
| Hunters | 1,038 |
| Proprietors of beach-lots..... | 332 |
| Capital employed in the Fisheries | \$699,555 |
| Number of Herring Nets | 46 |
| " " Salmon | 340 |
| Herring Seines | 14 |
| Codfish | 19 |
| Vessels | 22 |
| Fishing Boats | 774 |
| Number of barrels of Herring | 2,370 |
| " " Salmon..... | 1,157½ |
| " quintals of Codfish..... | 51,668 |
| " gallons of Codfish Oil | 43,858 |
| " " Seal Oil | 40,839 |
| Value of Furs..... | \$46,970 |
| Number of fathoms of Seal Nets | 8,178 |
| " Houses | 380 |
| " Horses..... | 12 |
| " Cows | 65 |
| " Working Oxen..... | 18 |
| " Sheep | 59 |
| " Pigs..... | 22 |
| Value of these animals | \$2,970 |
| Extent of cultivated land—arpents | 67½ |
| Number of Roman Catholic Churches..... | 9 |
| " resident Priests | 2 |
| " Protestant Churches | 1 |
| " resident Protestant Ministers | 1 |

STATISTICS OF THE ISLAND OF ANTICOSTI.

| | |
|---|------------|
| Length of the Island..... | 118 miles. |
| Breadth | 31 " |
| Number of inhabitants | 67 |
| Horses | 3 |
| Cows..... | 10 |
| Pigs | 11 |
| Value of these animals | \$600 |
| Extent of cultivated land—arpents | 60½ |
| Number of barrels of potatoes | 181 |
| " bundles of hay | 1,200 |
| " sheaves of oats | 100 |
| " barrels of herrings | 25 |
| " " salmon | 42 |
| Value of Furs | \$600 |

POPULATION OF THE NORTH SHORE IN 1852.

From l'Anse aux Blancs Sablons to River Coacoachoo inclusive, 648.

In 1852, from River Coacoachoo, there were, as resident fishermen, and that during the salmon fishery merely, only the men employed by the Hudson's Bay Company at their different salmon fishing posts, who might number about 150, besides the chiefs and clerks

of the trading posts of the said Company with the Montagnais Indians, and a few Canadian families settled at the King's Posts amounting as follows :—

| | |
|------------------------|-------------|
| Whites..... | 110. |
| Indians | 500. |
| Add the Fishermen..... | 150. |
| Total..... | 760. |

Comparative Statement of the population of the North Shore of the River and Gulf of St. Lawrence in 1852 and 1861 :—

| | |
|--|---------------|
| Population from l'Anse aux Blancs Sablons to Coacoachoo in 1861..... | 804. |
| in 1852..... | 648. |
| Increase..... | 156. |
| Population from Coacoachoo to Portneuf, in 1861..... | 3,609. |
| in 1852..... | 760. |
| Increase..... | 2,849. |
| Total population of the North Shore, in 1861..... | 4,413. |
| in 1852..... | 1,408. |
| Total increase..... | 3,005. |

These statements shew that the population of the north shore of the River and Gulf of St. Lawrence has more than trebled since 1852, that is to say, during a period of ten years. But a thing worthy of remark, is that this increase took place principally on the western part of the shore. Thither in fact the fishermen have repaired, since the Act 16 Vic. cap. 92, has allowed them to establish fishing stations on the Labrador coast without fear of being, as formerly, molested by the Hudson's Bay Company's servants, thanks to the protection afforded by the fisheries' protection service.

In 1852 (and previously), there was not a single fishing establishment besides those of the salmon fishing stations of the Hudson's Bay Company, between the Rivers Coacoachoo and Portneuf; now they are numbered by hundreds. On this whole length of shore, where formerly only a few houses, scattered here and there, were met with, now more than 300 houses are counted; there are even small villages as at Natashquan and Esquimaux Point, both founded by Acadians from the Magdalen Islands.

In 1852, and even a few years afterwards, there was not a single fishing establishment on the coast between Mingan Harbour and Seven Islands' Bay, and not a quintal of codfish taken there, except on the banks of the Rivers Mingan and St. John's, which American fishermen had been in the habit of frequenting for a long period; now there is not a river, bay or creek unoccupied, and there are caught annually from 30,000 to 35,000 quintals of cod, besides other fish.

These are some of the results arrived at since the cessation of the monopoly formerly exercised by the New Brunswick Company at the King's Posts, and along the greater part of the Labrador coast.

Comparative statement of the products of the Fisheries on the North of the River St. Lawrence, and of the Gulf, for 1852 and 1853 :—

| | |
|--|---------------|
| Quantity of Codfish caught from l'Anse aux Blancs Sablons to Coacoachoo, in 1861, quintals | 9,535 |
| do do 1852, “ | 9,480 |
| Increase | 55 |
| Quantity of Codfish caught from Coacoachoo to Portneuf in 1861, quintals | 42,133 |
| do do 1852 | 500* |
| Increase | 41,633 |

* These 500 quintals, or thoreabouts, were caught by H. B. Co's. servants, and used as winter-food.

| | |
|--|--------|
| Quantity of Codfish caught on the North Shore in 1861, quintals..... | 51,668 |
| “ “ “ “ 1852, “ | 9,980 |

| | |
|----------------|--------|
| Increase | 41,688 |
|----------------|--------|

| | |
|--|--------|
| Quantity of Cod Oil made on the North Shore in 1861, gals..... | 43,858 |
| “ “ “ “ 1852, “ | 4,800 |

| | |
|---------------|--------|
| Increase..... | 39,058 |
|---------------|--------|

Seal fishing with nets, on that part of the North Shore of the Gulf where it is followed—that is to say, from Coacoachoo to l'Anse aux Blancs Sablons, was not as productive as formerly. For instance, it gave in 1852 43,950 gallons of oil, and in 1861 only..... 26,294 “

| | | |
|---------------|--------|---|
| Decrease..... | 17,656 | “ |
|---------------|--------|---|

This is attributed to the shore being now nearly all settled. These animals are now more afraid of coming near it than formerly; they keep further out, where our fishermen cannot catch them with their tackle. It is moreover argued that they are not now so numerous in the Gulf as they used to be, owing to the great slaughter yearly made of the young ones on the banks of Newfoundland, or in the Gulf, for the sake of the oil and fur.

Nevertheless, as a great many fishermen from Point aux Esquimaux and Natashquan hunt for seal in the gulf, the product of seal oil on the north shore was nearly equal to that of 1852, that is to say 40,839 gallons.

Not being aware of the product of the salmon fishing on the whole of the north coast in 1852, I cannot give any comparative statement of this, but it certainly has increased in value since that period. The same remarks apply to herring fishery.

RECAPITULATION.

Products of the fisheries on the North Shore with their value in 1861 :

| | |
|--------------------------------------|-----------|
| Codfish, 51,668 quintals..... | \$155,004 |
| “ oil, 43,858 gallons..... | 19,716 |
| Seal oil, 40,839..... | 26,545 |
| Barrels of herring, 2,370 @ \$3..... | 7,110 |
| “ of salmon, 1,831 @ \$12..... | 23,172 |
| “ of trout, 150 @ \$12..... | 1,800 |
| Value of furs..... | 40,970 |
| 4,832 seal skins, @ 80cts..... | 3,506 |

| |
|-----------|
| \$277,823 |
|-----------|

| | |
|---|-------|
| Add value of similar products from the Island of Anticosti..... | 1,179 |
|---|-------|

| |
|-----------|
| \$279,002 |
|-----------|

STATISTICS OF MAGDALEN ISLANDS FOR 1861.

| | |
|----------------------------------|-------|
| Total number of inhabitants..... | 2,651 |
| Males | 1,399 |
| Females | 1,252 |
| Roman Catholics..... | 2,362 |
| Protestants | 289 |
| French Canadians..... | 2,072 |
| Anglo “ | 188 |
| English..... | 24 |
| Foreigners | 50 |
| From the Lower Provinces..... | 317 |
| Fishermen | 618 |
| Fishing schooners..... | 37 |

| | |
|--------------------------|--------|
| Fishing boats..... | 230 |
| Nets..... | 551 |
| Seines..... | 15 |
| Quintals of codfish..... | 9,134 |
| Barrels of herring..... | 6,150 |
| “ of mackerel..... | 1,271 |
| Codfish Oil..... | 9,490 |
| Seal Oil..... | 21,672 |

Value of Seal Skins and Furs, \$2,834.

Value of the products of the Fisheries at the Magdalen Islands :—

| | |
|-------------------------------------|----------|
| 9,134 quintals Codfish, @ \$3..... | \$27,412 |
| 6,150 barrels Herring, @ \$3..... | 18,450 |
| 1,271 do Mackerel, @ \$7..... | 8,897 |
| 21,672 gallons Seal Oil, @ 65c..... | 14,087 |
| 4,990 do Codfish Oil @ 45c..... | 4,270 |
| Value of Seal Skins..... | 2,834 |

Total value..... \$75,950

P. FORTIN.

ANNUAL REPORT
OF THE
SUPERINTENDENT OF FISHERIES
FOR UPPER CANADA,
FOR THE YEAR 1861.

To the Honorable P. M. VANKOUGHNET, M.L.C., Commissioner of Crown Lands, etc., etc., Quebec.

HAMILTON, 31st December, 1861.

SIR,—I have the honor to submit the following report of my proceedings as Superintendent of Fisheries for Upper Canada, for the year 1861:—

During the year just closed my efforts have been mainly directed to the collection of the sums due to the Department on the leases previously issued; the near approach of the end of the term fixed for their expiring, to say nothing of other obstacles to be elsewhere explained, having rendered the obtaining of new lessees not only difficult but of little value. I however lost no opportunity of issuing new leases for the unexpired term, wherever I could find the fishermen disposed to enter on them. To all the fishing stations within my jurisdiction I have made frequent visits, and used my best exertions to induce the fishermen to come into peaceable compliance with the provisions of the law; but the reckless spirit of defiance with which too many of this class is imbued, added to a general conviction which has spread among them, that the law is inefficient for the collection of the rents due, have made many of them bold enough to declare that they will not fulfil the engagements imposed upon them by their leases. Under these circumstances it is to be hoped that the Government will take the earliest opportunity to remodel the Fisheries Act, taking advantage of the experience acquired by its operation during the past three years.

My quarterly accounts will have already informed the Department of my different movements, so that it is needless for me to encumber this report with a recapitulation of the places I visited at different times, with the circumstances which transpired thereat. I shall therefore confine myself to a brief notice of the present position of the fisheries in district Number One of Upper Canada, and the obstacles that have tended to retard the more successful carrying out of the present Act, together with such suggestions as observation and experience have pointed out for the amendment of the law to secure a more profitable return from this important branch of trade.

The total number of leases issued up to the close of the present year is 244, for periods varying from three years to six months, and all expiring on the 31st January, 1862. The total sum accruing up to that date is \$8621.50, and the annual rental, since all the leases come into force, is at the rate of \$3787.00. This, however, gives but an imperfect idea of the revenue which may be anticipated, when the difficulties that have hitherto impeded the working of the law are removed, and when the community at large shall have become habituated to a compliance with those conditions which at first were regarded as unjust and oppressive, but which are already being recognized as highly beneficial to the interests of

those engaged in the fisheries. Of the above number, only fifteen have been paid in full, and the receipts from which amounted to \$309.50. Partial payments have been made on one hundred and twenty-nine, amounting to \$2247.84, on which the balance due is \$2160.66; upon the remaining one hundred no payments have yet been made. The amount due on these last is \$3903.50. From this statement it will be seen that the total sum received on account of leases is \$2557.34, and the balance due \$6064.16, for the collection of which it is imperative that prompt measures be taken at the earliest opportunity.

In speaking of the obstacles which have retarded more extensive operations under the Fisheries Act, it is needless now to refer to the prejudices, which it everywhere encountered among the fishermen at the commencement; as these have been in a great measure removed. There are, however, two prominent causes, the one local, the other general, which will continue to militate against its future success, until means are devised for surmounting them. The first is a claim by the proprietors of adjacent lands, to own to the "Channel Bank" which they contend extends to the middle-stream, or deep water; and the second is, that the law as it stands is insufficient to compel payment of rents due under the leases already issued.

I encountered the first objection from many of the proprietors on the banks of the Detroit and St. Clair Rivers, who claim that their titles, originally granted by the French Crown, invest them with ownership to the channel bank, or deep water, which in many places would extend their properties 230 feet into the river, thus covering all that is valuable for fishing purposes. It was in vain that I contended that the "Channel Bank" meant the water's edge, and although I succeeded in inducing a few of them to take up leases at a small rental, I was unable to realize anything approaching the actual amount of revenue that should accrue from these valuable fisheries, some of which are let by the farmers to American fishermen at rents as high as \$60 and even \$80 per annum. A reference to the Law Officers of the Crown of the point as to what is the true definition of the "Channel Bank" would settle this question, and probably add largely to the revenue from fisheries.

During the whole year, and at almost every station, I have had to encounter the legal difficulty of the supposed inefficiency of the Act for the collection of the rents accruing from the leases issued under it. The injury resulting from this source, though apparent from the large sums in arrears, cannot be estimated to its full extent by this alone, as many have been indifferent about taking leases from a feeling that they could not be held to their engagement. I have already informed the Department, under date May 30th, 1861, that several magistrates and one member of Parliament in the region of the Bay of Quinté, have openly advised lessees to resist the payment of rent, and that the Judge of the County Court at Kingston dismissed two charges of trespass, brought by Mr. Mealey, on the plea that there was no law authorising the leasing of the fisheries. In the Upper Canada Law Journal for October, 1861, appears a report of a case before His Honor F. J. Wilkes, County Judge in the first Division Court of the County of Grey. The Judge (among other comments on the fisheries Act) "says the leases put in do not appear on the face of them to have been granted by the Governor in Council, as required by the first section of the Act, and there is nothing in the Statute or Regulations made thereunder to enable the Superintendent of Fisheries or the Assistant Commissioner of Crown Lands to grant them. The leases are not under the Great Seal or the Seal of the Governor, or in any way authenticated as having been granted by authority of the Governor in Council, and ought to be regarded as wanting in those *indicia* which can alone secure for such documents attention and authority as evidence in a Court of Justice." With such facts and statements before the public, it is not to be wondered at that the fishermen should resist my demands. It may not be deemed within my province to point out the means for obviating this fatal difficulty, but in view of the large amount outstanding, and the still more serious consequences that may follow in the future if the law is not amended, I would respectfully suggest that an explanatory enactment be made, either by the Governor in Council, or by Parliament, declaring that the leases issued by the Assistant Commissioner of Crown Lands and the Superintendent of Fisheries have the same force and effect as if the same had been issued by the Governor in Council. Unless some means are taken to compel those in arrears to pay the balances due, the parties who have honestly met their engagements will have a just cause of complaint.

At Point Pelée Island and Fighting Island, the respective occupants resist the operation of the law, the former on the ground that he leased the Island from the Indians, and the latter, that he bought the Island, fisheries included, from the Government. They have both steadily refused to take leases from the department, although they derive considerable sums annually from subletting their fisheries which are very valuable; and their resistance has had an injurious effect upon neighbouring fishermen, who contend that it is unjust to compel them to pay when these two are exempt.

In last year's report I drew attention to the difficulty of leasing the fisheries at Long Point, and other places, on account of the extensive marshes, where a profitable business is sometimes carried on in hunting the muskrats. If leases could be granted protecting the lessees in taking muskrats in addition to the fisheries, a handsome sum might be realized at Long Point, Point Pelée Main, Point Pelée Island, Rondeau, and many other places which are now almost or entirely unproductive.

On the subject of Burlington Bay close, I have to report that the "Game and Fish Protection Society," from whose exertions I expected so much, has apparently abandoned the care of the Bay, and it seems to me that it would be judicious to repeal the 19th section of the Fisheries Act, and By-law No. 5 of the Fishery Regulations, sanctioned by the Governor in Council on the 16th of May, 1860; thus leaving Burlington Bay, the Dundas Marsh and inlets around, subject to the provisions of the law. By this step an important addition would be made to the revenue, and the illicit operations of those who fish almost without molestation in these waters, would be prevented. My only reason for making this suggestion is, that these waters, have been a constant source of trouble and expense without any corresponding return to the Government.

To realize the full extent of the benefit to be derived from the Upper Canada Fisheries, both as a source of Provincial revenue, and a commercial enterprise, some efficient means should be devised whereby the owners of real estate, fronting on the Lakes, may be induced to become the lessees of the fisheries opposite their properties. Thus every farm would become a fishing station, and each resident on the Lake coast would have an interest in carrying out the law. It is doubtless a matter of great difficulty to frame any measure that would accomplish this end, but it may be reasonably assumed that if the leases were offered to the various landowners at a rate sufficiently low to enable them to sublet at a profit, the Department would secure a responsible class of lessees who would punctually meet their obligations, and the fishermen would be prosecuted to an extent that would largely increase the productions of the country. In places where the Department can give no right of way on the coast, it is impossible to secure lessees other than the owners of the adjacent land; hence, it may be well to consider the propriety of offering terms that will induce such to take up the fisheries, or to impose a reasonable annual rate on all landowners so situated, leaving it optional with them to use their own privileges if they see fit. It does not appear right that the public interest should be sacrificed in this important matter to the whims of those who neither lease the fisheries themselves nor concede the others the requisite accommodation; hence if it be found impossible to induce the proprietors to take up the leases, the public interest seems to require that the law should compel them to grant the requisite ground for a fair recompense.

In looking forward to the permanent establishment of the Upper Canada Fisheries as a source of revenue and a profitable branch of trade, it would be of great importance to secure the co-operation of the Governments of the various States bordering upon the Lakes and Rivers which divide this Province from the neighbouring Republic. Could these States be induced to adopt similar precautions for the protection and regulation of their fisheries in our common waters, it would prove mutually advantageous to all concerned.

Some of the most desirable improvements for the future management of the fisheries have been pointed out in previous reports, and I have little to add in the way of general recommendations beyond what may be found in the Annual Report of 1860. I may remark, however, that the constant use of the seine net, the injurious effects of which were so forcibly depicted by D. V. Leslie, Esq., in his able letter published with my report of 1859, will produce the most disastrous consequences if not speedily discontinued. Not only are countless numbers of the young white fish, too small for the market, hauled out of the water in the summer months and left on the beach to rot, but the frequent dragging of the seine

over the spawning beds destroys the food of the larger fish, so that when the spawning season approaches, they are deprived of the necessary subsistence. For these reasons, I cannot too strongly urge the prohibition of seine fishing at all season, except from the 10th September to the 25th October. These dates have been determined after consultation with some of the most experienced and intelligent fishermen who are most anxious to have this restriction stringently enforced, as they see in the present system a certain prospect of the ultimate destruction of our valuable white fisheries.

The use of gill-nets should also be prohibited from the 25th October until the close of the season.

It would be very desirable to appoint a close season for white fish to insure their preservation, but under present circumstances the restriction above recommended with regard to the use of seines and gill-nets are all that can be proposed with any chance of being successfully carried out. The protection of the fish, in their natural element, will always be found a more certain and economical mode of propagation than any artificial means yet devised.

In order to bring the gill-net fisheries properly within the jurisdiction of the department, and in the interests of the revenue, I recommend that in lieu of leases extending over a period of three years, yearly licenses should be granted from the 1st February until the 25th October, at a certain rate per boat according to tonnage, and the number of yards of net in use. These licenses should be paid for when issued, and the boats under them numbered and registered, the number to be prominently painted on the bows. Any boat found fishing without such number and license should be liable to forfeiture, and the captain and crew to heavy fine and imprisonment.

It is of great consequence that Lakes Huron and Superior should be placed precisely on the same footing as the other waters of Upper Canada. I have in former reports given reasons for this at length, and would now respectfully suggest that the exemptions in favor of these Lakes, in sections 30 and 31, be forthwith repealed. The 31st section should also be amended by substituting "Bass of any kind" for "Black Bass." Pike should be included among the other kinds of fish enumerated in the 31st and 32nd sections, and "Pickerel" in the 32nd section.

To raise the market value of the productions of our waters, it is necessary that all fish cured and packed, either for export or home consumption, should undergo inspection. Until this is enforced the honest and skilful fish-curer must continue to suffer from the depreciation which the blunders of the ignorant, and the tricks of the deceitful never fail to produce. Dealers at a distance, deprived of the guarantee which the enforcement of the Inspection Act would give, cannot be expected to pay that price even for a good article, that they would, if it had the official endorsement of a Government Inspector. I therefore recommend that after a reasonable time, say the first of October, 1863, all fish cured and packed, shall be inspected and branded according to the provisions of the Act 22nd Vic., cap. 50, under a penalty for contravention. Such a provision would protect the public, and raise the character and value of Canadian fish in foreign markets.

The period having arrived for a renewal of all the leases previously issued under the Act, the present time is peculiarly favorable for the introduction of the various changes and improvements already pointed out. The experience of the past three years has revealed, though imperfectly, the vast resources of the Upper Canada Fisheries, and although we are not in possession of those data which would enable us to make an exact estimate of the annual value of the productions of our waters, yet there is abundance of evidence to show that my estimate of last year, viz., \$2,000,000, is much below the actual amount annually realized. The Crown having "re-entered formally into possession of all fishing stations," it becomes imperative to consider how far the interests of the revenue and trade can be served by a well-devised system of management, and when in the face of difficulties previously detailed the district under my immediate charge has already shewn capacity to produce a yearly income for rents of \$3787.00, it is but reasonable to assume that if the changes and amendments which experience has suggested were promptly and efficiently carried out, an annual revenue of \$25,000 or \$30,000 might be anticipated in a comparatively short period for the fisheries of Upper Canada. Nor would the collection of such a revenue from this branch of industry be felt to be oppressive or injurious; for the honest and industrious

fisherman would find in the protection which the law affords to himself in the prosecution of his calling, and to the fish in their natural means of reproduction, a full recompense for the small pecuniary exaction imposed by his license or his lease. By the restriction of seine fishing elsewhere suggested, not only would the propagation of the white fish be promoted, and the interests of respectable fishermen secured, but the lawless hordes of dissipated men, who have hitherto relied upon this as an easy means of subsistence throughout the year, would be driven by force of circumstances to seek employment of another kind. By applying the close seasons to all the lakes and waters of Upper Canada without distinction, the productiveness of the fisheries would be greatly enhanced, and as future experience shall throw further light on the subject, such regulations may be framed from time to time as will secure the greatest immediate advantage to the fishermen, consistent with the preservation, and if possible, the increase of the various kinds of fishes to be found in our waters.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

JOHN MCCUAIG,

Superintendent of Fisheries for Upper Canada.

REPORT
OF
WILLIAM GIBBARD, ESQ.,
ON THE
FISHERIES OF LAKES HURON AND SUPERIOR.

COLLINGWOOD, 31st December, 1861.

SIR,—I have the honor to report my proceedings as a Fishery Officer, in charge of Lakes Huron and Superior during the past season.

The separate duties performed by me as Preventive Officer in Her Majesty's Customs are duly reported to the Department of the Hon. Finance Minister.

In addition to the usual routine of season visits to the chief fishing localities, I have this year visited many new places, particularly on Lake Superior, descriptions of which will be found below. Between the middle of April and the end of November, I have called once at least, and in some instances from twice to five times, at all of the fishery stations around the Georgian Bay, Lake Huron, Lake St. Clair, and Lake Superior. Owing to my being required to start so early in the spring, and continue thus late in the fall season, I have been exposed in my small boat to very considerable dangers. On one occasion I narrowly escaped swamping in the heavy seas between the Cock and Club Islands; and at other times near the fishing islands, and entering the Harbor of Shebananing, my boat was nearly stove in pieces.

I am gratified to report that amongst the legitimate fishermen, the operation of the *Fisheries Act* gives universal satisfaction. Under it these fishermen have much improved in their outfit, buildings, and character, having become in many places an industrious and settled population. The condition also of many of the fishings is already much bettered under the leasing system, and through the inducements which it offers to lessees for the improvement and cultivation of such interest.

At Bayfield, Goderich, Kincardine, Inverhuron, Baie du Dard, Saugeen, Cape Hurd, Dunk's Bay, Collingwood, Yeo, Horse, Half Moon, Club, Cock, Lonely, Squaw and Duck Islands, and at the Mississaga Straits, at Michel and South Bays, St. Joseph's Island, Goulais Bay, Michipicoton, and Parisienne Islands, the fisheries had been almost destroyed by reckless fishermen. Americans were in the habit of frequenting these valuable grounds, and dressing the immense numbers of fish they took in the most improper places, bloodying the water, and casting into the lake enormous quantities of offals. They often left old nets upon the grounds to rot there, with putrifying masses of fish entangled amongst them. Having no permanent interest in the fishings, they pursued it in a manner incredibly reckless, and altogether regardless of the most ruinous consequences. It was by such means that the white fish fishery of Collingwood and at Goderich was almost destroyed. At the former place, about four years since, a company of Americans took possession of the shoals during the "run," and after catching an abundance of fish, they cleared out, leaving behind them their debts, and about six miles of netting spread about the grounds. These sudden inroads of strangers did incalculable harm to the resident population, and particu-

larly to Canadian fishermen. The present leasing system and the regulation of the fishing have entirely stopped such injurious practices, and the fisheries at the above named places are already beginning to recover from the deterioration.

In my former Reports, the United States have been described as the principal market for our pickled fish, a great proportion of which went to the Southern States. Owing to the war, that market has been completely closed, and a corresponding depression of trade in the lake cities has deprived our fishermen of their usual profits. Indeed, the course of fish-trade has been last season quite reversed. American caught fish being sent from the Detroit and other markets for sale upon the Canada side of the lakes. The extensive fish merchants of Mackinaw and Sault Ste. Marie dropped the trade altogether, and refused to fit out any of their numerous usual customers for the fisheries. The American lessees of the Duck Islands, Mississaga Straits, and Thessalon fisheries did not set a net or employ a single man. Mr. Spaulding, a very respectable, old established merchant at the Sault—the lessee of the Mississaga Straits—told me he had upwards of 300 barrels of fish at Detroit; that he had ordered his agents to sell at any price for cash, and they could not do so. The fish are probably thrown on his hands spoilt.

Our own people engaged in the salt fish-trade, seeing the impossibility of making sales, contracted their operations, and merely caught for home consumption,—selling half-barrels of beautiful white fish at \$2; consequently the catch on our side has been very light. In places where 10 and 20 boats fished in 1859 and 1860, we had not 5 in 1861. The only successful parties have been the fishermen at Pt. Edward, Goderich, Kincardine, Inverhuron, Port Elgin, Saugeen and Collingwood. Owing to the very stormy fall, and the irregularity of the steamer calling, the Cape Rich fishermen were not successful. The fresh fish-trade, on the east coast of Lake Huron, was energetically prosecuted, entirely owing to the protection afforded by the leasing system. Fresh fish were shipped (in ice) daily by the steamers "Kaloolah" and "Valley City," to agents in the States and Canada, from places where such a trade was not heretofore deemed practicable.

The catch at the Fishing Islands has fallen off greatly during the past three years. Different reasons are given; some say the steamers are the cause, others the increase of gill nets breaks up the shoals, others that the fish have migrated north. The last of these I believe to be the true cause; from the statements made to me by the Indians, there is no doubt that the herring have greatly increased on the north shore, and on the coasts of Manitoulin Island. There is not a seine on the whole island, and the fish remain there undisturbed, whilst the Fishing Islands have been overfished. I counted this fall, there, 27 gill net boats, besides scows and boats used by the seiners, 129 men, 47 of whom were engaged in seining alone.

The Goderich and Collingwood fisheries shewed a great improvement this fall, both having suffered from the same cause, the loss of miles of nets on the feeding grounds, by reckless characters, strangers and Americans, who cared nothing about the preservation of the grounds.

Notwithstanding the unfavorable prospect, I have received numerous application for renewal of existing leases, and for the lease of new grounds on Lake Huron and Georgian Bay. Doubtless, if steam communication should be re-established on Lake Superior, many of the fine stations lying idle there will be profitably occupied. The marine resources of this vast region are abundant and valuable, almost exceeding belief. I have been myself astonished at ascertaining the comparatively little that my service upon the lakes has revealed. For a distance of upwards of two hundred miles of coast-line, there is a constant succession of first-class seining grounds, upon which nets have never yet been hauled. And these are in addition to the occupied fishing stations enumerated in my return of leased fisheries. The fish of Lake Superior, of all kinds, are of very superior quality, and much larger than those of Lake Huron. No place in the world affords equal facilities for speckled trout fishing; they abound in every river, creek and bay, and can be easily caught.

Among the new fisheries which I have inspected this season on Lake Superior, are, the Montreal River, Batchewaning, Goulais Bay, Mamainse, Agwauna to Gargantua Rivers, Great Lake River, Michipicoton River, and thence to Pic River, also the little Pic River, Slate Islands, and along to Neepon River, Pays Plat, Simpson, Salter's and St. Ignace Islands, and from the latter round to Pigeon River.

The Montreal River is a large stream, with rapids and falls within one-fourth of a mile from its mouth. 'Tis a good harbor for schooners. Lake trout run up in great quantities to the falls, and may be there taken in scoop-nets attached to long poles; eight or ten are sometimes caught at a time, weighing from 8 to 12 pounds each. The Hudson's Bay Company take and cure fish here for the Agwauna post.

In Batchewaning Bay, sturgeon are taken in immense numbers, between the island and the mainland. They are caught in gill nets of 7 and 8 inches mesh, stretched in deep water. This fishery lasts all the year round. During winter time the nets are worked through holes in the ice by an ingenious contrivance, with long limber poles threaded into the holes cut. The fish in winter are more plentiful and larger than in summer. Speckled trout of a very large size frequent the Batchewaning and Harmony Rivers, and in the smaller streams emptying into this bay, brook trout of 6 lbs. weight have been caught.

The fishery of Goulais Bay is chiefly for white fish, and begins late in the season, continuing even after the ice has formed. Here they are captured close in shore, upon the sand and gravel bottom. This fishery is best from about the first of November to the setting in of winter. Such, indeed, is the case at all the white fish grounds around Lake Superior.

At Mamainse and the neighborhood, the trout fishery and white fish fishery together occupy the whole season. The want of a harbor is some detriment to this locality. The shores, too, are high and rocky, and the grounds have sunken boulders and jagged reefs. It is about such places that angling may be practiced with great success during the summer months, at which time the trout leave the rivers and gather among the rocks at the edge of deep water. Some American tourists this year enjoyed excellent sport at Mamainse Point, and in the little channel between Mamainse Island and the mainland, and at the points off the Agwauna and Pancake Rivers.

From the Agwauna River to Gargantua, the streams abound in white fish, lake and speckled trout, and there are beautiful seining grounds. The harbors for large and small craft are numerous and convenient, and wood is plenty. In fact there is not another such fishing coast on the whole of Lake Huron. The interior, likewise, is an excellent fur country, abounding in martens. Many of the rivers can be ascended a distance of 60 or 100 miles inland, without any obstruction to hunters. The distance from the Sault Ste. Marie is trifling. I know of no place more suitable for a company of enterprising fishermen and hunters to make a good and easy living. The only want to render this situation a lucrative one for carrying on a large trade in fish exports, is that of a market. This drawback would be obviated by the employment of a steamer upon the Lake Superior route.

The Great Lake River is a large stream, affording safe harbors. It is connected by a chain of lakes with Michipicoton River. Speckled trout abound here. The Indians dry their winter supplies of fish at this stream.

The Michipicoton River is an important station. To the east of the entrance is a large sand beach, upon which the Hudson's Bay Company haul seines for herrings and white fish during spring time and up to September. In Magpie River, a stream opposite to the Post, speckled trout are abundant. The Company's servants have greatly improved this post within the last year; this is the case, indeed, with many of the posts since steamboats have run along the British side, and the leasing of fisheries has been in operation. Hitherto buildings formerly belonging to the old North-west Company were used, although in a very dilapidated condition. At the mouth of this river, there was camped alongside of me this season an Indian woman who, in the winter of 1860, while in a famishing condition, ate her husband and two children. This melancholy thing is, I hear, not unusual among the upland Indians. Rabbits form their chief subsistence in hunting, and these animals are, during some seasons, wonderfully plenteous, and at others they seem to die off by millions, in which event, many of the Indians starve to death. In 1860 the Hudson's Bay Company was obliged to feed them at nearly all of their posts.

Between the Michipicoton and Pic Rivers, there are numerous rivers, bays, beaches, and channels, abounding in trout, white fish, mackerel, sturgeon, and as a general rule, nearly every stream, large or small, is full of speckled trout. At Eagle River and Minatawash River, the lake trout run up in large quantities. The Indians assemble in the fall, make weirs near the first rapids, then descend the stream in canoes, beating and splashing the water,

so as to drive all the trout into the traps. They destroy great quantities of speckled trout in this way. I dare say the lake trout run up many other streams; I only saw the weirs in the two mentioned. All along this coast families of Indians are encamped during the summer, catching white fish, trout, suckers, (bass here and there) and speckled trout. Otter Cove and the channel between the island and the mainland is a great trout ground, with excellent shelter and magnificent harbors. No person has ever prosecuted fisheries on this coast to any extent. Between Three Falls and White Spruce River is a curious little inland lake, or chain of small lakes connected with the main lake by a very narrow channel, impassable for a Mackinaw boat. The water is exceedingly clear, and it is alive with very large speckled trout.

Next is the Pic River. On the west sand-beach, at the entrance, is a great seining ground for white fish and herring; and outside, during certain seasons, two Indians can fill their canoe with lake trout in a few hours trolling. A schooner drawing from 7 to 9 feet can generally cross the bar, and once in, the river is navigable for many miles. Mr. Begg, in charge of the post, and formerly in charge of Lake Long, in the interior, told me that in the inland lakes they caught no fish in the ice. The Indians say that the fish sink into the mud immediately after the ice takes; both the day before and the day after the ice takes fish are plentiful. The Post at Lake Long is dependent on fish. The Company expects all their masters of posts to feed themselves on fish, rabbits, and wild geese. If the fall is open, these posts have a poor supply for the winter. One fall, Mr. Begg caught 8000 white fish in Lake Long, for winter use, and stored them to freeze; the weather became mild, and they were all spoilt. He had to discharge his men, to hunt rabbits for his own support, and went himself to Neepigon with the Company's winter mail, leaving his wife, (a Red River half-breed), to support a family of six on rabbits daily spared. John Finlayson lost about 6000 fish last year from the same cause, and only for the geese would have starved; there were no rabbits; two of the best handers died of starvation.

Little Pic River is a considerable stream, and affords good anchorage for schooners in the fall and spring. The rapids are quite close to the lake coast. This has been a famous fishing station, very large sized trout being taken here during the fall. It is seldom used now.

At Slate Islands no fishing has ever been carried on. Siskawet or lake salmon are plenty here. The American fishery for this description of fish is at Isle Royale, where an extensive traffic in the oil is maintained. The siskawet is unfit for food, but the oil obtained from its carcase is a valuable commodity.

From Slate Islands to the Neepigon River there are innumerable streams, rivers and bays, all abounding in fish. Pays Plat River is a large stream stretching far into the interior, without any rapids, and is a celebrated water for the white fish fishery.

The Mayokamak is another very large sized stream, where white fish are caught in abundance. A fishery lessee named Clarke had established himself here for the purpose of fishing and hunting. He has since moved to Jackfish river, another well known ground for white fish. This stream is navigable for upwards of 40 miles. It derives additional importance besides its fishery, from the fact of being the best suited for conveying supplies to the Government surveying expeditions in the interior. Clarke complains that the Hudson's Bay Company have pursued an unseemly rivalry against him, and strive to drive him off the coast, he having been once in their service.

The Neepigon River is another extensive stream. Its rapids are quite near the mouth, and therefore does not afford very convenient shelter for boats. Neepigon Lake is distant about five days travel inland, and nine portages have to be made along the main stream. This lake abounds in nearly all the kinds of fish common to Lake Superior itself. Very profitable fishing operations are carried on there by the Honorable Hudson's Bay Company.

All of the waters around Pays Plat Islands swarm with white fish and trout of the best and largest kind, and there are numerous harbors, easy of access, and affording shelter at all times. The fishing is carried on there by the Hudson's Bay Company, and the firm of Dick and Herson. These companies have found ample food for their enterprise even about the channels and among the Islands, while the outside waters remain as yet untouched. A rich harvest of fish might be gathered in this locality.

Mr. E. Clarke, the lessee of Black River, has made great improvements on one of the

small islands off the Island of St. Ignace. He is working a mine at Duncan's Cove, and for nine months of the year, the workmen can be fed on fresh fish, alternating from white fish to trout, all of a very fine quality and large kind. The lessee of this fishery has built a fine frame store-house and several good dwelling houses.

From St. Ignace to Pigeon River the fishing grounds are near and continuous. The harbors, sheltered channels, and deep bays extend all around this part of the coast. Fish of every kind known to the upper Lakes are found upon these grounds. The Hudson's Bay Company maintain a large fishing establishment at the Roche de Bout Islands, expressly for the fall-fishing. The Fort William Indians fish near Point Porphyry. From Thunder Cape round to Hare Island trout of 70 to 90 lbs. weight are taken, also off Pic Island.

Two young men from Bowmanville, the Messrs. Stronger, fitted up a vessel, and established themselves to fish at Prince's Mine. They found fish plenty, and could have done well but for the withdrawal of the steamers.

The Kaministiquia River, Thunder Bay and the Welcome Islands are good fishing stations for whitefish and sturgeon, and in McVickers, Current, and McKenzie's Rivers trout are very numerous. Near the bottom of Thunder Bay the Neepigon Indians use a splendid seining ground which is there.

I am informed that on Pic and Michipicoton Islands, the small lakes are full of fish, and that indeed all the inland waters are plentifully stocked.

The Parisienne Island is a very important place. There exist here evidences of a most extensive fishery establishment having been occupied by the Americans. Our own people seldom visit it. The American fishermen left behind them many obstructions upon the best sand beaches and seining grounds. The place was lately leased to an old resident of Sault Ste. Marie, who had begun to clear away these impediments, and commenced to establish himself in the fish trade, but abandoned it in 1860, in consequence of murdering his comrade. The island is well wooded, and is at a convenient distance from the Sault.

Owing to the discontinuance of the steamboat line on lake Superior, the greatest possible hardships have been endured by many persons who had settled there with the intention of fishing, and who had arranged with connections in the United States and elsewhere for prosecuting the fish trade on a large scale.

I have related in letters to the Departments the particulars of such instances as have come within my knowledge.

I have omitted to state sooner that I inspected the fishery at Mississaga river, on lake Huron. This stream is a very large one, and the first rapids are about one mile from the lake. There is a high fall some 40 miles further up. This is the principal sturgeon fishery around lake Huron. At the Nottawasaga river, and in a few of the bays east of Penetanguishene, they are caught only in small quantities. The Mississaga fishery commences about one month after the ice breaks up, and continues till autumn at the Great Falls. The fishing is entirely carried on by the inland Indians who assemble near the mouth, yearly, in great numbers. They spear a few off platforms projecting over the first rapids; but their principal fishing is with nets. The nets are made of sturgeon twine (purchased at all the Hudson's Bay posts). They are about 16 feet long, 6 feet deep, with a slight bag, floats of wood about 6 inches long and 3 in diameter, placed two feet apart, and a stone from 5 to 8 lb weight attached to the middle of the bottom of the net, for a sinker. The mesh is about 2 inches on the square,—the net is hauled between two canoes with the stream, and in the eddies, underneath the falls. One Indian and a squaw in each canoe;—the canoes are very small—about 9 to 10 feet long, and only wide enough for one person, and are made of birch bark—the squaw manages the canoe; the Indians "feels" the net, and as soon as he feels sturgeon, he hauls up; the canoes close, and with a heavy wooden club he strikes the sturgeon a few smart blows on the head, then lifts them into the canoe. The canoes are beautifully managed, and in the space of an hour two canoes will take 8 to 12 sturgeon—80 to 100 are frequently taken in a day, weighing from 40 to 100lbs. The sounds are collected and dried, and sold to the Hudson's Bay Company at 50 cents per lb, for isinglass. Mr. Sayer, at Mississaga, collects about 100lbs annually, from an average of 10 sounds to one pound. The Indians smoke and dry the fish on poles for winter use; generally, however, consuming all before they leave for winter quarters. I

believe an enterprising person might make money out of this sturgeon fishery, if followed in a similar manner to the Russian fishery. Very large whitefish run up the Mississaga River in the fall, to the foot of the great rapid, where they are taken by the Indians in abundance.

The Indians still continue to give great annoyance to our lessees. They do not fish to any extent on their own grounds (of which the leasing system has given them more than a reasonable share), but seem jealous of every-one, and are anxious to drive all others away from their neighbourhood. They consider themselves under no restraint of law, and even when caught red-handed it is difficult under present circumstances to know how to punish them; fines they cannot pay, and it would entail great expense and loss of time to take them to any goal. Much of their refractory disposition and curious behaviour is attributable to the presence of whiskey dealers among them. This trade when once it has sway amongst the Indian tribes is most debasing, and very injurious to our lessees, who try to carry on an honest fishery trade. Many complaints were made to me last year, and although I knew the parties who sold, I could get no proof. The Indians will never tell. One of our most intelligent and enterprising lessees, who has never dealt in whiskey, has told me that the Indians from some part of the Manitoulin Islands, (under the influence of whiskey and as he asserts, through the connivance or suggestion of a regular whiskey trader, who notoriously gets three-fourths of his fish for whiskey, in the immediate neighbourhood), have burnt down or carried away all his buildings, fish-sheds, wharf and empty barrels—a very complete establishment—since he left it in November last. It is well known that the Indians would not have done this to him without instigation, as he has always dealt fairly with them, supplied them with good articles, employed them to fish; and to my knowledge, is very popular with them. I have arranged with him to proceed to the spot early in the spring, and with the slight clue he has already obtained, to bring home the charge to the whiskey trader, if possible. I have already suggested, and again suggest, that no whiskey or spirits should be allowed to be used by Indian traders, either at their posts, or in their vessels; there is no other mode of stopping this injurious traffic.

Some few of our most intelligent fishermen are beginning to appreciate the advantages of fish inspection, and if they all would have their fish inspected, they would be great gainers.

The American system, as taken from personal enquiries at Detroit, is as follows: For instance, at Detroit, there are three extensive fish dealers; they will not buy a single barrel at any price, till inspected; they employ their own inspectors (labouring men) at their own wharves and store-houses, each barrel is emptied into a brine tub, the fish cleaned, resalted, packed, and branded as below:—

“Whitefish, 100lbs, No. 1, warranted, Moore, Foote & Co.”

“Trout, 100lbs, No. 2, Craig Brothers.”

“Whitefish, 100lbs. No. 3, sour”—no name.

Half-barrels are much more saleable, and command a much larger price in proportion than full barrels. The sour fish sell at low rates, in the interior amongst laborers on railroads and canals. The charge for inspection is 25 cents for half barrels, 50 cents for full, and something extra if new hoops or heads are required. The brands of these three firms will pass current over all parts of the States; they are old established houses, and have made large fortunes out of lake Huron fish.

I have amicably settled and arranged a great number of disputes and quarrels during the season about boundaries, nets, netting grounds, buoys, landing places, trespasses (making the trespassers compensate the injured persons), wood, shanties, &c., and only in one case have I been compelled to enforce the law by process of fine. This has been reported in my return of fines and forfeitures.

I beg leave to append a statement and memorandum shewing the stations leased, their produce in quantity, value, and kind, the disposal of fish, &c., &c., within my division; to which I would respectfully refer.

I have the honor to be, sir,

Your obedient servant,

W. GIBBARD,

Overseer in charge of Lakes Huron and Superior.

P. S.—Should the communication be again opened up with Red river, or Fort William,

without which lake Superior must remain both as to rivers and fisheries unproductive, lights will be needed, on a small island at the entrance of the Quebec Harbor (Michipicoton Island) also on the south westerly point of Point Porphy, where there is a good harbor, and a small light is needed upon the wharf at Fort William or the Transit station. The American government have built several lighthouses on lake Superior during the past season. Some of the channels between Little Current and lake George also require to be buoyed out annually, on the Georgian Bay and lake Huron. Lighthouses are much required for the north shore channel of lake Huron constantly used by our boats, and frequently during bad weather by the American steamers, propellers and grain schooners, on Cape Smythe; on the southerly point of Badgely island, on the northerly point of Clapperton Island, on the southerly point of Sulphur Island; this last named would be of essential service to vessels navigating the Mississauga channel.

SUMMARY of Fishery Operations for 1861, in Division No. 2, Upper Canada.

| Total number of Leases issued. | Total Annual Rent in Dollars. | Total take estimated in full barrels. | Total Value in Dollars. | Total population exclusively engaged in the Fisheries. | Total number of Schooners and large decked boats, engaged in the Fisheries. | Total number of Batteaux engaged in the Fisheries. | Total number of Fishing Boats and Skiffs engaged in the Fisheries. | Total number of Canoes engaged in the Fisheries. | Total number of Coopers engaged in the Fisheries. | Total number of leased Stations unoccupied owing to price of fish and no Steamers on Lake Superior. |
|--------------------------------|-------------------------------|---------------------------------------|-------------------------|--|---|--|--|--|---|---|
| 135 | 4,972 | (2) 22,075 | (1) 97,183 | 4,124 | 24 | 16 | 641 | 177 | 82 | 22 |

(1). To the above sum there should be added \$5,400 as the value of 6,000 gals. of fish oil made at Goderich.

(2). Stations leased, but unoccupied, would give fully 4,500 barrels more.

The total value of materials used in fishing within this Division is.....\$177,492.00.

The following craft have been engaged in the fishing business on the North Shore of Lake Superior during the past year:—

Small Schooners, 2; Fishing Boats, 62; Batteaux, 4; Canoes, 84.

Many of the Canoes are very large and rigged with oars and masts and capable of carrying 6 to 8 barrels. The fishing population on this coast numbers 615. There are, in addition to this number, numerous lodges of Indians inland subsisting almost entirely upon fish.

RETURN OF FISHING STATIONS: YIELD, VALUE, &c., ON LAKES HURON AND SIMCOE.

| Stations. | Quantity estimated in full barrels. | Kinds. | Value in dollars. | Fresh or pickled. | Where disposed of. | Remarks. |
|----------------------------------|-------------------------------------|---|-------------------|-------------------------|--|---|
| Point Edward..... | 1,000 | Pickrel, Herring, White-fish, and Sturgeon..... | 3,000 | Fresh and pickled..... | Local, Cleveland, daily by Rail and Steamers..... | Grand Trunk lease out this Fishery; seining exclusively at mouth of River; fishing said to have been injured by the Grand Trunk Works; Lessee has to supply the Station Hotel daily in addition to rent; a valuable fishery with little risk and expense; Lessees want to lease from the Department; chiefly a Pickrel Fishery; sale low in 1861. Seining and hook fishing Fall and Spring, and occasionally during the Summer. Spearing exclusively. |
| Point Edward, (Easterly)..... | 240 | Trout, Whitefish, Pickrel, and Herring..... | 1,080 | Pickled and fresh..... | Local, Cleveland, Sarnia, Port Huron, Detroit, Toledo, and Lexington..... | |
| Kettle Point, (Indian band)..... | 50 | Trout, Bass, Pike, Sturgeon, and Whitefish..... | 225 | Fresh and frozen..... | Consumed by Kettle Point and Sarnia Indians..... | |
| Stony Point..... | 16 | Trout..... | 72 | Pickled and frozen..... | Port Huron; poddlet during winter; Detroit, Cleveland, Lexington, Toledo, Goderich, Sarnia, Widdler..... | |
| Sable Beach..... | 540 | do do do do | 2,430 | do do do do | do do do do | Seining late in Fall and early in Spring; twenty-seven leases divided into rods frontages, and posts planted; rent 5 cents per rod. Many of the Lessees are poor French Canadians with small seines and miserable rig; small skiffs; very exposed coast; obliged to bench boats. Fishery destroyed by Americans loosing nets; large boats and expensive rig; set nets and hooks 16 miles out; exposed coast; nets remain out in all heavy storms; present lessees very energetic; careful to preserve ground. |
| Bayfield..... | 200 | Trout and Whitefish..... | 900 | Fresh and pickled..... | Local, Goderich, Agents on R. R..... | Do do do All Lessees but one of small means and poor fishermen. Seining for herring; fishery destroyed by Americans. |
| Goderich..... | 300 | do do | 4,050 | do do | Local Agents in Canada and States, daily by Steamer and Rail in ice..... | Unoccupied by Lessee since 1859; broke down for want of fish; Some local parties fished in the Fall; fishery destroyed by spearing and Americans; was formerly one of the best on the Lake for Trout. Lessee put to much expense to make a boat harbour. Bots and rig same as above. |
| Kincardine..... | 400 | Trout, Whitefish, & Herring | 1,800 | do do | do do do do | Same rig as above; good sale amongst the Scotch; inland fishery injured greatly by Americans loosing nets. |
| Inverhuron | 200 | do do | 900 | do do | do do do do | |
| Bele du Dard, or Malta..... | 80 | do do do do | 360 | do do do do | do do do do | |
| Port Elgin..... | 180 | do do do do | 810 | do do do do | do do do do | |
| Saugeen..... | 350 | do do do do | 1,375 | do do do do | Local principally..... | |

| | | | | | | |
|--|-------|---|--------|--|---|---|
| Sable River, (Indian band)..... | 600 | Herring, Trout, & Whitefish | 2,400 | Pickled..... | Local, Saugeen, smoked and dried for winter use..... | Seining Fall and Spring; spearing in summer; fish put up by Indians self, at low rates; Fall Fishery, seining and gill nets, flerrings; gill nets, Trout and Whitefish. |
| Fishing Islands..... | 2,500 | do do do do | 10,000 | do do do do | Goderich, Saugeen, Detroit, Port Huron; peddled out in winter and local use of families, whose husbands and sons are paid for labor in fish. Saugeen and at home amongst Indians..... | Six Leases; Fishery is not 1-10th of what it formerly was; buildings destroyed annually by Indians; fish said to be moving northwards. |
| Pine Tree Harbor | 36 | Whitefish and Trout..... | 162 | do do | do do do do | Lease given to an Indian found in possession. |
| Eagle Harbor..... | 100 | do do do do | 450 | do do do do | do do do do | Lease given to a half-breed in possession; very fine fish taken at this Station in the Fall; fishery is a good one; much injured by spearing of Indians. |
| Bent's Rump, (Echo Island)..... | 810 | Trout, Whitefish, and Pike | 3,645 | Pickled and fresh..... | Collingwood, Saugeen, Goderich, Traders; consumed by light-house keeper and McKenzie's families, summer and winter. | These fisheries are called "Isle of Coves" fisheries; are very sheltered, and last all the year. |
| Cape Hurd, (Ballet Island)..... | 130 | Trout and Whitefish, (small quantity)..... | 540 | Pickled..... | Collingwood, Saugeen, Goderich, Traders..... | Fishery excellent; no wood on the Island, and a poor harbor exposed in the Fall. |
| Others and Middle Islands..... | 292 | do do do do | 1,314 | do do do do | do do do do | Lessee very enterprising; had 200 barrels inspected; Indians burnt all his buildings in November last. |
| Isle of Coves, Flower Pot I., Half-Moon Island | 430 | do do do do | 1,635 | do do do do | do do do do | Lessee employs Indians; takes large quantities; trolling in June and October; fishery destroyed by Americans. |
| Lucas, Yeo Islands (orse or Fty, William Island, Lonely and Club Island, (Indian bands)..... | 1,260 | Whitefish and Trout..... | 5,670 | do do do do | do do do do | Lease given up to Indians; lasts all the season; greatly injured by Americans loosing nets. |
| South side Manitoulin, (Indian bands)..... | 800 | Whitefish, Trout, Pickrel, Herring, Sturgeon, Pike, Speckled Trout, & Bass..... | 3,600 | Dried and smoked, pickled, fresh and frozen..... | do do do do | 3-4ths rest the Manitoulin Island; fully one half of the best ground covered by these two Leases unused. Catch equals that of about 10 regular fishermen; plenty of ground for 100. |
| North side Manitoulin, (Indian bands)..... | 600 | do do do do | 2,700 | do do do do | do do do do | |
| Duck Islands..... | 60 | Trout, Whitefish, Sturgeon, and Herring..... | 270 | Pickled and frozen..... | Bruce and Wellington Mines..... | Unoccupied. } When fished—to 3,000 barrels. Fishery destroyed by an American pound-net, close on their side of the boundary line. |
| Missisaga Straits, Touby Bay, St. Joseph..... | 600 | Whitefish, Trout, Pickrel, Sturgeon, and Speckled Trout..... | 3,600 | Fresh and pickled..... | Sault, American Steamers, Southerners, and dried for winter use..... | White fish taken in rapids in scoop nets, sold readily at 12¢ cts. each to American Steamboats; speckled trout. |
| Sault River and Rapids, (Indian bands)..... | 30 | Trout, Whitefish, and Pike | 180 | do do do do | Bruce and Wellington Mines..... | Fishing in small quantities all the season. |
| Bruce Mines..... | 25 | do do do do | 175 | Pickled..... | do do do do | Lease to parties on lots and in possession. |
| Pallado and Birch Islands..... | 100 | Whitefish, Trout, Pickrel, and Sturgeon..... | 450 | Fresh, smoked, and pickled..... | do do do do | Fishery safe and good and Shoals near; Indians fish all the season, principally in Fall. |

RETURN OF FISHING STATIONS: YIELD, VALUE, &c., ON LAKES HURON AND SIMCOE.—Continued.

| Stations. | Quantity estimated in full barrels. | Kinds. | Value in dollars. | Fresh or Pickled. | Where disposed of. | Remarks. |
|---|-------------------------------------|---|-------------------|--|---|---|
| Sand Fishery..... | 150 | Whitefish and Trout..... | 675 | Pickled..... | Traders, and at home..... | Unoccupied by Lessee; 15 half breeds from Sault fished in Fall; a late Fall fishery. |
| Grand Baure..... | 80 | Whitefish..... | 360 | do..... | For H. B. Master and Servants, Winter use..... | Fishery excellent—Fall—Company take so much. |
| Missisaga River..... | 250 | Sturgeon..... | 500 | Fresh and dried..... | For Manitoulin Indians and winter use..... | Seined and speared in River by Indians who live on the fish 8 months; Sounds sold to Company. |
| Aishkwikindag Point au Chien..... | 50 | Trout and Whitefish..... | 225 | Fresh, pickled, and dried..... | Traders and consumed in winter..... | Unoccupied. |
| Spanish River..... | | | | | | Unoccupied; Indians fish. |
| White Fish River | | | | | | Unoccupied; no sale for pickered in Canada; no cash in the States; a Spring pickered fishery. |
| Heywood, or Rat River..... | 26 | Trout and Whitefish..... | 117 | Pickled..... | Traders and at home..... | Unoccupied. |
| Shebananing and adjacent islands | 700 | Whitefish, Trout, Pickered, and Sturgeon..... | 3,150 | Fresh and pickled..... | Traders, steamboat and winter use. | Lessee a half-breed; will not pay; lives on the Island. |
| Maganetawan R..... | 12 | Pickered..... | 36 | Pickled..... | Owen Sound..... | Nine Leases in the hands of the Shebananing settlers; assisted by Manitoulin Indians; fisheries last here and there all the season. |
| Shawnaga Fisheries to Matchedash Bay..... | 900 | Trout, Whitefish, Sturgeon, Pike, and Bass..... | 4,050 | Fresh, pickled, and dried..... | Penetanguishene and local..... | Spring fishery; no sales in States in 1861; generally command \$6 to \$8. |
| Western Isles..... | 220 | Trout, Whitefish, Herring and Sturgeon..... | 990 | Fresh, frozen, and pickled..... | Collingwood, Penetanguishene, traders and local..... | All Penetanguishene half breeds. Canadians and adjacent Indians fish; principal fishery, Shawnaga, in Fall. |
| Christern and adjacent islands..... | 690 | Whitefish, Trout, & Herring | 3,105 | Fresh and smoked..... | Local; N. R. R. Line, Toronto, Hamilton, Rochester..... | Unoccupied. |
| Collingwood..... | 50 | Trout and Whitefish..... | 225 | Fresh and pickled..... | Local and Collingwood. | Indian bands, chiefly spearing; fisheries here and there all the season; Penetanguishene, French Canadians principally. |
| Thornbury..... | 710 | do | 3,330 | Fresh and frozen..... | Toronto, Owen Sound, per daily steamer, Menford. | Fishery much injured by Americans looting 6 to 8 miles of nets; improved, Fall 1861. |
| Cape Rich to Vail's Point..... | 500 | do | 2,250 | | Hamilton Traders, Local..... | An excellent fishery; lasts all the season; bad place for boats. |
| Vail's Point, westward..... | | | | | | Fishery more valuable if the Government laid out their Reserve into village lots; would induce steam-er to call daily. |
| Owen Sound Bay | 150 | Trout, Whitefish, & Herring | 675 | Fresh, frozen, pickled, and dried..... | Owen Sound & at home; traders | Leased in small portions to local fishermen; fishery lasts here and there all the season. |

| | | | | | | |
|---------------------------------|--------|-----------------------------|----------|---------------------------------|---|--|
| Entrance of Colpo's Bay..... | 310 | Trout..... | 1,395 | Pickled..... | Owen Sound, traders and local | Fishery very good; shoals in amongst the Islands; in the Fall. |
| Cape Croker, (Indian band)..... | 300 | do | 1,350 | Fresh and pickled..... | do do do | Indians net and spear all season. |
| Barrriere Island..... | 80 | do | 465 | Pickled..... | Owen Sound, Collingwood, and Traders..... | Indians injure this ground by spearing. |
| Cape Hangelif..... | 40 | do | 180 | do | do do do | May be made a valuable fishery. |
| Cabot's Head..... | 50 | Trout, Whitefish, & Herring | 225 | do | do do do | A new station, never fished before; not yet known; Jesces lost half their time finding the grounds. |
| Lake Simcoe..... | 350 | do do do | 1,575 | Fresh, frozen, and pickled..... | Local, N. R. R. Line..... | Fishery small; Indians spear large numbers in the winter and summer; soiling off Georgian Island; only one professional fisherman on the Lake. |
| Total Barrels..... | 18,167 | Total value..... | \$79,111 | | | |

Population depending exclusively on fish, 3509. The greater part of the Indians and half-breeds feed on fish 4 to 6 months, taken daily for their own families.

RETURN FOR LAKE SUPERIOR.

| Stations. | Quantity estimated in full barrels. | Kinds. | Value in Dollars. | Fresh or Pickled. | Where disposed of. | Remarks. |
|-------------------------------|-------------------------------------|---|-------------------|----------------------|--|---|
| Gros Cap..... | 20 | Trout, Whitefish and Herring..... | 80 | Both..... | At home; sold at Sault, American side..... | Farmers rent fishery in front of their lots, live upon fish nearly all the year. |
| Winnebikinne-Gouais Bay..... | 18 | do | 72 | Pickled..... | do do do | Late Fall fishery; no harbor. |
| South Parisienne Islands..... | 60 | do do Sturgeon | 240 | Both and frozen..... | do do do | do do and in the ice all winter. |
| North Parisienne I..... | 30 | Trout and Whitefish..... | 120 | Pickled..... | Home; sold both sides of Sault. | Unoccupied. } Valuable fishery. |
| Sandy Islands..... | 500 | Trout, Whitefish, Sturgeon, Pickered, and Speckled Trout..... | 2,000 | Both and frozen..... | At home, for use of H. B. Post, and winter food..... | Unoccupied. } A late Fall fishery. |
| Panake Point & Bay..... | 50 | Trout, Whitefish, and Speckled Trout..... | 200 | Both..... | Sold on American side of the Sault..... | Indians and H. B. Company's servants live upon fish all the year; take large quantities of Sturgeon in nets in the ice. |

RETURN FOR LAKE SUPERIOR.—Continued.

| Station. | Quantity estimated in full barrels. | Kinds. | Value in Dollars. | Fresh or Pickled. | Where disposed of. | Remarks. |
|-------------------------------------|-------------------------------------|---|-------------------|--------------------|--|---|
| Montreal River... | 30 | Trout | 120 | Pickled | Consumed at Hudson's Bay Post, Agawa River. | Scoop net fishery; for winter supply of Post. |
| Agawa River... | 45 | Trout, Whitefish, Pickered, Herring, Sturgeon, and Speckled Trout | 130 | Both | H. B. Company's master and men, and Indians consume. | More or less in the season; inland Indians assemble in summer. |
| Lizard Island... | | | | | | Unoccupied. |
| Gargantua do | | | | | | Unoccupied; Lessee dead; } Valuable fishery, with numerous harbours and seining grounds. |
| Cap Choze... | 200 | Whitefish, Herring, Trout, Sturgeon, Pickered and Speckled Trout | 800 | Fresh | H. B. Company's master and men, and Indians consume. | Unoccupied; leased a second time. |
| Gros Cap to Dog River (Indian band) | 300 | do do do | 1,200 | Both | Indian band live on fish 10 months | Unoccupied; an old H. B. Company's fishery. Seining daily in Spring for use of post; inland Indians assemble annually. |
| Otter Head | | | | | | Unoccupied; a very valuable fishery; numerous harbours. |
| Pie River | 400 | Herring, Whitefish, Trout, Sturgeon, Siskawet and Speckled Trout | 1,600 | Fresh | H. B. Company's master and men, and Indians consume. | Lake and speckled trout taken by weirs in rivers in fall; speckled trout killed and dried in large quantities in Spring. |
| Caribou Island | | | | | | Unoccupied; a very valuable fishery; numerous harbours. |
| Michipicoton Isl., Fishing Harbor. | 100 | Trout, Whitefish, and Speckled Trout | 400 | Pickled | For winter use of Michipicoton, H. B. Post. | Seining daily in Spring; inland Indians assemble annually; fish upwards of three months. |
| De. Quebec Harb. | | | | | | Unoccupied; from the nature of the Shoals and the description given me, I believe 1,000 barrels might be taken. |
| Black River | 150 | Trout, Whitefish & Sturgeon | 600 | Both | Summer and winter use of master, men and Indians H. B. Company Post. | Live on fish all winter and till spring seining. |
| Pays Plat, East Side | 200 | do do do | 800 | Pickled | Sault, Toronto and Collingwood; Traders | Unoccupied; a very valuable fishery; to be successful Lessees must winter; magnificent harbor. |
| do South side | 20 | Whitefish and Pickered | 80 | Pickled and frozen | do do do use of Post in winter. | Unoccupied; said to be a snug little fishery. Indians assemble in the spring; good fall fishery in sheltered water, close to shore. |
| Pays Plat River | 650 | Trout, Whitefish, and Speckled Trout | 2,600 | Fresh and pickled | Sault, American side, Detroit, Traders; conveyance to market takes all profits; a very valuable fishery if steamer would call monthly. | Conveyance to market takes all the profits; a very valuable fishery if steamer would call monthly. |
| St. Ignace, South site | | | | | | Unoccupied by lessees;—two Americans operating a Copper Mine;—one of the best fisheries in my division; good harbours close to there; fish run on the Shoals. |

Max—I believe the stations marked unoccupied, if fished for the year, would have increased the take at least one-half—say \$10,000 in value at \$4 per barrel. The whole population of Lake Superior, North Shore and numerous inland Indians, who come out with their furs in the summer, live chiefly on fish. One-third live on fish all winter. Owing to the American war, an average per full barrel of more than \$4 cannot be assured. The fair average price should be \$6 to \$8. Lessees had no inducement to fish electrically in 1861, nor can fishing be made to pay under the most favorable circumstances with market on hand at \$4.

| | | | | | | |
|------------------------------------|-----|--|--------|--------------------|---|---|
| Roche about Isl. | 300 | Trout and Whitefish | 1,200 | Pickled | Windsor, Detroit, Sault, H. B. Post; McDougall, of Windsor, supplies all the flour and pork for Huron and Superior. | Trout and White fish very large; commence fishing only in fall; take fish to Fort William in small schooner, re-pack, send to Sault in the spring in large schooner; Company have a large establishment here. |
| Great Shaganash. | 150 | do do | 600 | Both and frozen | Consumed in winter, sold to traders and H. B. Company, fresh and frozen. | Indians leave too early; a very valuable fishery; numerous harbours close to shore; Fall and Spring. |
| Little Shaganash, (Indian Band) | 35 | Trout, Whitefish and Speckled Trout | 140 | Both | Consumed at Post, Sault American side | Conveyance to market takes all the profits; the Lessee left his post till steamers are put on. |
| Current River | 25 | Trout, Whitefish, and Speckled Trout | 100 | Both | Consumed at home; few barrels to traders. | Unoccupied for the above reason, with a monthly steamer a valuable fishery. |
| Thunder Bay | 500 | Trout, Whitefish, and Speckled Trout | 2,000 | Both | Consumed at home, sold to traders and H. B. Company. | Lake upon fish a large part of the season. |
| Transit Station (P. Master Lessee) | 350 | Whitefish, Trout, Sturgeon, Pickered, Herring and Speckled Trout | 1,400 | Both | Consumed at Post, Detroit, Windsor and Sault | Seining excellent for a short time in spring; inland Indians fish all the summer, and Mission Indians up the River in the Spring. |
| Kaministiquia River (N. Branch) | 320 | Trout and Whitefish | 1,280 | Pickled | do do do | Mission Indians live on fish all the year. |
| Kaministiquia Bay (Indian Band) | 30 | Whitefish and Speckled Trout | 120 | do | do do do | Occupied 3 months only; no steamer calling; valuable fishery, equal to 800 barrels a year with monthly steamer. |
| Sturgeon Bay to Pigeon River | 30 | do do do | 18,072 | Pickled and frozen | do do do | White fish and Speckled Trout of very large size at mouth of rivers in spring; good harbours. Lessee employs Indians and winters for fur trade; valuable fishery. |
| Neepigon Bay | | | | | | |
| Maykumuk Bay | | | | | | |

ANNUAL REPORT
OF THE
SUPERINTENDENT OF FISHERIES
FOR LOWER CANADA,
FOR THE YEAR 1861.

QUEBEC, 31st December, 1861.

The Honorable

Commissioner of Crown Lands.

SIR,—I have the honor to lay before you the following statistical information, &c., &c., in relation to the Fisheries of Lower Canada for the year 1861.

It is satisfactory to be able to state that the salmon and cod fisheries have been very abundant. The herring fishery has been very good, and in the prosecution of the seal fishery ample returns have been made to compensate the fishermen in that dangerous and laborious enterprise. The returns from the whale fishery has very much fallen off this season. This fishery is altogether carried on by Gaspé whalers, men who have followed the profession from their boyhood, and it must be a matter of regret to find that they have not been so successful as heretofore, in an enterprise requiring at once, courage, skill and perseverance.

The catch of mackerel has not been very abundant; those of our own fishermen who prepared themselves for mackerel fishing were not very successful; it is a fishery that is very fluctuating, and requires, to ensure success, a good schooner and untiring perseverance on the part of the crew; the vessel requires to be constantly cruising about to "sight" the shoals of fish when they come to the surface. The United States and Nova Scotia fishermen have largely engaged in this trade, and their perseverance has generally been well rewarded. The practice adopted by the United States fishermen of fishing on shares gives, by united exertion and joint interest, an impetus that generally leads to success.

There has been a large increase in the fishing population during the last four years. The North Shore is the principal place of resort, as the best cod fishing grounds are to be found there. From early spring until late in the fall, above 3,000 men are busily engaged in following their arduous occupations. It is satisfactory to find that the benefits of the "Fishery Act" are beginning to be felt and understood by the fishermen generally. One of the overseers, in writing to me, says, "that the large increase in the salmon fisheries this season has led the men to the consideration of the subject, and they begin to perceive with gratitude that the law was made for their benefit."

There have been few infringements of the law this season; all the fishermen appear desirous of acting in conformity thereto. Some difficulty has been experienced in relation to throwing fish offal in one or two salmon rivers, but on the whole the provisions of the law have been generally observed.

The difficulties that were formerly experienced with the Indians have been, in a great measure, overcome; only one conviction of an Indian has taken place this season, and no report against any other has been received; indeed, the following extract from a letter written at a station, where formerly much difficulty had been experienced, will shew that they are becoming more obedient to the law than they were formerly:—"I am happy to say

that the Indians have behaved very well; indeed, we have had no difficulty with them." The writer of this letter was, at all times, particularly kind to them, but until this last year great difficulty had been experienced in compelling obedience to one of the most salutary laws that is on the Statute Book. The assistance that has been given to the Indians has been thankfully and gratefully acknowledged.

The funds placed at my disposal for their relief was principally, at their own request, expended in purchasing a good sea-boat and materials, together with fishing tackle, &c., by which they were enabled to embark in codfishing, and I am glad to find that they, not only caught enough for their own consumption, but were able to dispose of some at the post at Bersemis.

The valuable results of the Fishery Act are now being seen in the large increase of salmon taken this season, compared with the few last years; and not only so, in every river on the North Shore myriads of salmon fry have been seen—the natural result of the efficient protection that has been afforded. Formerly the stake-net, the drag-net, the seine and the spear, followed the fish wherever they could be captured; now, each net station is allotted to the fishermen; beyond tidal water no net is ever set, and the destructive practice of spearing is confined to the Indian under certain provisions, and I hope soon to see the spear totally abolished, and the possession of one punishable by fine.

The following is a list of the salmon fishing stations within the Saguenay district; the names of the occupants, and the quantity of fish taken at each station during the years of 1859, 1860 and 1861, with remarks as to the nature of the fishing, &c., &c.; the season of 1859 being the first season the licensing system was introduced.

The licenses were, in general, granted to the parties who had formerly fished the stations, and a very small license fee required of them; it was at first demurred to, but it is pleasing now to see with what satisfaction they come voluntarily to take their licenses, overjoyed at the little fortunes some of them make.

COMPARATIVE STATEMENT of SALMON FISHERIES, Occupants, Stations, &c., &c.,
SAGUENAY DISTRICT.

| Names. | Stations. | Quantity. | | | Remarks. |
|---------------------|-------------------------------|-----------------|------|-------|--------------------|
| | | 1859. | 1860 | 1861. | |
| Alex. Desbien..... | Mal Bay, Hué..... | 35 | 75 | 100 | |
| Mrs. Nairne..... | Domain Farm..... | Mal Bay..... | | | No return. |
| John Reeve..... | Domain Farm..... | Murray Bay..... | | | No return. |
| Nic. Pilote..... | Cap à L'Aigle..... | | | 5 | Only fished 2 days |
| Jos. Radford..... | St. Catherine's Bay... | 16 | 80 | 100 | |
| J. Collard..... | L'Anse à David..... | 54 | 75 | 80 | |
| D. E. Price..... | Little Islands..... | 88 | 150 | 150 | |
| F. Simard..... | L'Anse St. Etienne... | | | 10 | |
| P. Duchene..... | L'Anse à la Grosse Roche..... | 101 | 250 | 325 | |
| Wm. Hovington..... | Passe à Pierre..... | 75 | 175 | 275 | |
| Richd. Morin..... | Pointe à la Croix..... | 11 | 72 | 130 | |
| Thos. Simard..... | Tadouac Fishery..... | 905 | 959 | 1318 | |
| Paschal Perron..... | Moulin Baude..... | 99 | 200 | 400 | |
| G. Tremblay..... | L'Anse Puante..... | 44 | 45 | 130 | |
| H. Tremblay..... | Pointe à Cariole..... | 65 | 122 | 150 | |
| M. Coté..... | Isle Peuches..... | 18 | 5 | 15 | |
| P. Duplessis..... | Isle Boives..... | | | 100 | |
| Bap. Girard..... | Point Boisvert..... | | 22 | 52 | |
| E. Fortin..... | Port Neuf..... | 9 | | | |
| D. E. Price..... | Bay Laval..... | 326 | | 554 | |

These returns, I am persuaded, are below the actual catch of fish, for it is difficult to obtain the correct returns from the fishermen who generally imagine there is some ulterior object in view to their detriment.

I prefer, however, to have a minimum catch returned than to have an overstatement of the quantity taken.

By this return it will be seen that the salmon fisheries in this district have very much improved; and with the system adopted it cannot be otherwise. The increase, in some places, is above fifty per cent.

The following table will shew the rivers, &c., in this district :—

| Names. | Where. | Leased. | Mill Dam. | Fishways. | Remarks. |
|------------------|-----------------|--------------|-----------|-----------|--|
| Du Gouffre..... | Bay St. Paul. | ..... | ..... | ..... | Few salmon in it. |
| Murray River... | Murray Bay... | ..... | ..... | ..... | Getting well stocked. |
| Black River..... | Port au Persil. | ..... | Dam | Fishway. | Very good salmon-pass. |
| River Canard... | St. Lawrence. | ..... | do | No | Small stream. |
| Little Saguenay | Saguenay | Mr. Price... | do | Fishway. | Not fished by net. |
| St. John..... | do | do | do | do | Not fished by net. |
| St. Margueritte. | do | do ..... | ..... | ..... | Well protected by lessee. |
| G. Bergeronne. | St. Lawrence. | Not leased. | ..... | ..... | Good sea-trout fishing... |
| L. Bergeronné. | do | Mr. Price... | ..... | ..... | Some few salmon. |
| Escoumains | do | Mr. Holliday | Mill Dam. | Fishway. | See reference to this river |
| Port Neuf..... | do | Not leased. | do | ..... | Natural passage for fish but of doubtful utility. |
| Laval River..... | Bay Laval.... | Mr. Price... | No Dam. | ..... | Very fine salmon river. |
| Sault à Cochon. | St. Lawrence. | do | do | ..... | Valuable only for sea-trt. |

There are a few more rivers up the N. E. branch of the Saguenay, leading to Chicoutimi, but as salmon do not frequent that branch I have not noted them. I have, however, good authority for believing that salmon were taken last season at the Peltier River, one of the tributaries of the Chicoutimi branch.

With the exception of the Laval, no net has been permitted to be set at, or near any of the rivers leased by Mr. Price, and it is to the protection that has been given by the Lessee to these nurseries that we are indebted for the increase of salmon in this neighbourhood.

The river St. Margueritte and the Laval has swarmed with fish this season, and the parties who, with the permission of the Lessee, have fished the St. Margueritte, came away highly delighted with their success, so different from former years.

The Escoumains, once so valuable a salmon river, is now totally worthless; the immense quantity of saw logs that are brought down the river blocks up the passage, and though a fishway has been built on it, it is, I fear, of very little utility, and the river, though leased, has not been fished by the lessee. As reference will be made to Fishways generally, in this report, it can be referred to for information.

The Saguenay District is under the charge of Mr. Henry Simard, Fishery Overseer.

The Godbout District embraces the shores between the Mistassine and the Little Trinity, there being an intermediate space between it, and the Saguenay division, within which there are few salmon stations of any moment, although the Bersemis, the Papsnachoix, Outardes and Manacougan,—rivers as large as any in Canada—flow within its boundaries. The Bersemis contains salmon of the largest size and in considerable quantities, but difficulty is experienced in netting in consequence of the swiftness of the stream. The Indians, however, managed to take some for their own consumption last season with a small net; and an old determined spearer came to me and said, "Me no go spear salmon any more; you let me catch with net." I told him I was very glad to hear it, and hoped others would

follow his example. Here is the largest Indian village on the North Shore, and the buildings they are erecting are, indeed, very creditable to them. The Papinachois and the Manacougan, having very high fall just at the entrance, but few salmon are taken there; and in the Outardes, a very large river, salmon do not enter; sturgeon and pike of immense size are in abundance. There are several old resident settlers at this place. While here, I examined into the nature of the application for grant of land referred by you to me, the report on which I forwarded to the office some time since.

The following are the river and shore fisheries that are under lease and license from the eastern limit of the Saguenay district to the eastern limit of the Godbout division:—

| Occupants. | Stations. | Quantities. | Remarks. |
|----------------------|-------------------------|-------------|---------------------------|
| E. Godbout | Batture au Gibier ..... | ..... | Not fished. [Laurent. |
| A. Comeau | Bay Columbian | 260 fish. | Fished by D'Amour and St. |
| Penistown | Mistassine | Not fished. | Licensed for Fly fishing |
| J. Holliday | Godbout ..... | ..... | ..... |
| Dr. Adamson | do | 251 | Killed. Fly fishing. |
| Ant. Blais | Godbout Bay ..... | ..... | ..... |
| Zoel Bedard | Pointe des Monts | 3 | ..... |
| A. Comeau | Hunter's Cove | 60 | ..... |
| John Meade | Trinity Bay (W) | 320 | ..... |
| John Clarke | Trinity River | 1600 | 800 taken in 1860. |
| Joseph Boswell | do | Not fished. | Fly fishing division. |
| Wm. Munroe | Trinity Bay, (E.) | 100 | ..... |
| J. Derosier | L'Anse aux Morts | 40 | ..... |
| Mrs. McClure | Isle du Caribou | 80 | ..... |
| Ant. Volant | do | 80 | ..... |

The Godbout and Trinity are the principal salmon fisheries in this district; these rivers, from the use of seines, barrier nets and spears, had been sadly injured; they are now swarming with salmon and salmon fry.

The rivers Mistassine, Bexcie and Little Trinity are only fit for fly fishing, and I have instructed the overseer not to allow any nets to be set near them.

Bay St. Nicholas, six miles west of Godbout, may be said to be the commencement of the codfishing locality. Eleven schooners, twenty-two boats and fifty-five men have been engaged in the codfishing here, with a gross catch of 2,930 quintals of cod. Halibut is also very plentiful off these shores.

The difficulty formerly arising from the otter being thrown in the river has been, in a great measure, overcome. Buoys have been placed in such localities as are least injurious to the salmon fisheries, and the codfishermen conform to the law by anchoring in the prescribed boundary.

While at Trinity Bay I swore in A. Comeau, Esquire, who had been appointed by His Excellency, as a Magistrate for the Saguenay district, and in accordance with your letter I instructed him Fishery Overseer, pending an official appointment by yourself.

I was much pleased to be able to arrange amicably the difficulty that had been experienced with some of the Indians at this post; they came to me voluntarily, acknowledged their former misconduct, and promised not to offend again, and, as was stated in a former part of this report, no difficulty has been experienced with them from that time, and I hope none will in future.

As the Indians appeared very desirous of employing themselves codfishing, I was enabled to purchase for them a good boat with every material necessary for codfishing, and as far as the means would permit, I purchased, for the most needy, provisions necessary for them. There were two widows with families, and one very old man; a little relief was

needed a charity, and I am happy to say a different feeling exists among the whole tribe now to what it was formerly.

At Isle de Caribou I found the divers engaged in getting up the goods from the "Mohawk" formerly wrecked there.

The Moisie district lies between the rivers St. Margueritte and the Sheldrake. Within this division there are not less than one thousand men engaged in the different fisheries; it is one of the most valuable localities on the whole coast, and for a succession of years has yielded a bountiful harvest to all engaged. Salmon, cod, herring, mackerel, whale and seal are to be found in this region, and from early dawn to late at night is heard the busy hum of the hardy and persevering fisherman, from the spring to the fall of the year.

LIST of SALMON FISHING STATIONS, &c., &c., within the MOISIE DISTRICT.

| Names. | Stations. | Quantity in Barrels. | Remarks. |
|-----------------------|----------------------|----------------------|--|
| P. Vollin..... | St. Margueritte..... | 8 barrels..... | Indifferently fished by Indians. |
| John Holliday..... | Moisie River..... | ..... | From 500 to 600 barrels said to have been taken. |
| Bacon & Williams..... | do..... | ..... | Fly fishing division. Not fished [this season. |
| David Tetu..... | Moisie Bay..... | 35 barrels. | |
| John Holliday..... | do..... | ..... |  |
| Wm. Chisholm..... | do..... | 22 barrels..... | Weather very unfavorable. |
| F. Poirrier..... | do..... | 23 barrels..... | do do do |

Mr. Holliday, the lessee of the net division of the Moisie, who has all his lifetime been engaged in the salmon fisheries in Scotland and Ireland, informs me that no lessee is required to give a statement of the catch of salmon upon his holdings. The overseer states that the take has exceeded Mr. Holliday's expectations, and that there has not been such a catch of salmon in the Moisie for years. From all the information I can gather, it appears that not less than 600 barrels of fish have been taken.

The lessees of the fly fishing division were not able to fish the river this season, which I very much regret, for they are a protection to the upper waters of the river during the run of salmon.

CODFISHERY RETURNS for the MOISIE DISTRICT.

| Persons. | Stations. | Boats. | Men. | Quintals of Fish. | Remarks. |
|---------------------|-----------------------|--------|-------|-------------------|----------------------|
| P. Vollier..... | Ste. Margueritte..... | 2 | 5 | 50 | |
| F. A. Hardy..... | Seven Islands..... | ..... | ..... | 56 | Bar. of Herrings. |
| John Hamilton..... | do..... | 3 | 7 | 250 | |
| J. Holliday..... | Moisie, (W.)..... | 11 | 40 | 1,100 | |
| John Hamilton..... | do..... | 15 | 40 | 1,206 | |
| J. Joncais..... | do..... | 5 | 15 | 400 | |
| Mohar Brothers..... | do..... | 4 | 15 | 400 | |
| Tetu & Turgeon..... | Moisie, (E.)..... | 9 | 49 | 1,500 | Caught in Pound Net. |
| Dom. Le Page..... | do..... | 5 | 15 | 794 | |
| James Gillis..... | do..... | 5 | 15 | 700 | |
| John Beck..... | do..... | 3 | 9 | 300 | |
| Daniel Hearn..... | do..... | 6 | 16 | 900 | |
| Thomas Picard..... | do..... | 4 | 13 | 450 | |

CODFISHERY RETURNS for the MOISIE DISTRICT.—(Continued.)

| Persons. | Stations. | Boats. | Men. | Quintals of Fish. | Remarks. |
|--------------------------|----------------------|--------|------|-------------------|----------|
| Peter Mabe, sen..... | Moisie, (E.)..... | 3 | 13 | 350 | |
| Peter Mabe, jun..... | do | 3 | 11 | 500 | |
| G. Maturin..... | do | 5 | 15 | 600 | |
| G. Gagnon..... | do | 3 | 11 | 450 | |
| F. Poirrier..... | do | 2 | 7 | 270 | |
| Joseph Talbot..... | Pigou..... | 7 | 19 | 500 | |
| Jacques Piet..... | do | 3 | 9 | 150 | |
| M. Caron..... | do | 3 | 11 | 230 | |
| Xav. Caron..... | do | 5 | 15 | 350 | |
| Eug. Fournier..... | do | 5 | 22 | 450 | |
| Pierre Deré..... | do | 5 | 15 | 350 | |
| Xav. M. L'Espérance..... | do | 3 | 11 | 400 | |
| X. L'Espérance..... | Biroh River..... | 9 | 36 | 1,100 | |
| Alexander Corben..... | Manitou River..... | 4 | 14 | 226 | |
| Joseph Ferguson..... | do | 3 | 16 | 300 | |
| Joshua Doc..... | do | 3 | 10 | 230 | |
| Ab. LeBrun..... | Shallope River..... | 12 | 36 | 800 | |
| Y. & P. Vibert..... | do | 10 | 30 | 800 | |
| A. Le Brun..... | Gibraltar Cove..... | 12 | 33 | 1,200 | |
| Thomas Le Gros..... | Whale Cove..... | 20 | 60 | 2,000 | |
| Siméon Mabé..... | do | 5 | 16 | 400 | |
| John Vardeau..... | do | 6 | 15 | 600 | |
| Phil. Tousel..... | Sheldrake River..... | 7 | 21 | 800 | |
| Mat. Talleu..... | do | 7 | 21 | 700 | |
| James Collas..... | do | 6 | 17 | 700 | |
| M. Joncas..... | do | 4 | 13 | 300 | |
| C. Clavet..... | do | 3 | 12 | 250 | |
| Pierre de Bourge..... | do | 5 | 15 | 400 | |
| John Renouf..... | Moisie..... | 3 | 15 | 500 | |

Total boats, 238 ; men, 775 ; quintals, 24,092, besides 15 schooners employed in this district. From 6 to 700 barrels of salmon were taken. The overseer writes that several vessels came to the station shorthanded, and that the abundance of fish exceeded anything he had ever before seen.

Difficulty was experienced from some of the codfishermen throwing fish offal in the river, which is very injurious to the salmon fisheries, and it must be put a stop to.

The overseer, not being a Magistrate, cannot punish aggressors, and must wait the arrival of some Justice of the Peace before whom he can lay a complaint, and it has happened that offending parties have escaped punishment from this circumstance. Where there are nearly a thousand people congregated, there should be some immediate authority to punish offenders.

The Mingan district is comprised between the Sheldrake River and Esquimaux Point. This is also a very valuable district; fish of all description frequent its shores in abundance.

The principal rivers within the Mingan district are the St. John, the Mingan (with its tributary), the Manitou, the Magpie, the Romaine, the Jupitagan and the Sheldrake.

The St. John's River has this year yielded no less than 308 barrels of salmon, and the Magpie 132 barrels.

The overseer in his report says, "it has exceeded anything of the kind that has taken place within the recollection of the oldest fishermen, and the people now believe that this abundance is the good effect of some measure resulting from the Fishery Act ; and knowing that your best endeavours have been used to increase the fisheries, I am happy to inform you of this abundance"

SALMON FISHERIES within the District of MINGAN, for the year 1861.

| Names. | Stations. | Quantity of Salmon. |
|----------------------------|-------------------------------|---------------------|
| Hudson's Bay Company..... | Mingan River, 4 stations..... | 123 barrels. |
| John D. Patterson..... | Do 1 do | 20 do |
| Prudent Nicole..... | Do 1 do | 39 do |
| Edouard Belanger & Co..... | Do 1 do | 21 do |
| William Walsh..... | Do 2 do | 18 do |
| Widow Charles Girard..... | Do 1 do | 6 do |
| John B. Girard..... | Do 1 do | 12 do |
| John & W. Ross..... | Do 4 do | 55 do |
| John McRae & Co..... | Do 1 do | 10 do |
| Frederic Coffin..... | Do 1 do | 9 do |
| Philip Coffin..... | Do 1 do | 7 do |
| John Girard..... | Magpie River, 6 do | 132 do |
| Pierre Girard..... | Jupitigan River, 2 do | 8 do |
| Philip Touzel..... | Sheldrake River, 1 do | 2 do |
| John Le Brun..... | Do 1 do | 3 do |
| F. Marquand..... | Do 3 do | 35 do |
| | Total..... | 500 barrels. |

CODFISHERY RETURNS for the MINGAN District.

| Names. | Number of Boats. | Number of Men. | Quintals of Codfish. | Remarks. |
|----------------------------|------------------|----------------|----------------------|----------------|
| Maxime Bourdage..... | 3 | 10 | 260 | |
| John D. McRae & Co..... | 3 | 10 | 305 | |
| Xavier Babin & Co..... | 2 | 7 | 240 | |
| François Bigol..... | 1 | 4 | 90 | |
| Adam Brotherton..... | 3 | 11 | 170 | |
| Isaac Aspineau..... | 6 | 15 | 294 | |
| Placido Aspineau..... | 3 | 7 | 130 | |
| Sébast. Le Brasseur..... | 3 | 7 | 293 | |
| Laurent Huard..... | 2 | 6 | 170 | |
| Fabien Dugué..... | 2 | 7 | 174 | |
| Théop. Chapadeau..... | 3 | 10 | 300 | |
| Sébastien Le Brasseur..... | 2 | 7 | 172 | |
| Hilare Huard..... | 3 | 6 | 293 | |
| Isaie Dugué & Co..... | 3 | 8 | 243 | |
| Paul Chapadeau..... | 2 | 6 | 175 | |
| William Provost & Co..... | 2 | 6 | 214 | |
| Rémie Parisé..... | 2 | 6 | 172 | |
| Antoine Angleheart..... | 3 | 8 | 284 | |
| André de la Rosbie..... | 3 | 6 | 250 | |
| Matthew Morris..... | 3 | 9 | 235 | |
| John Loisel..... | 5 | 15 | 460 | Thunder River. |
| Robert Loisel..... | 2 | 5 | 148 | |
| Hilée Angleheart..... | 3 | 7 | 279 | |
| John Walsh & Co..... | 2 | 7 | 240 | |
| Lewis Huard..... | 3 | 9 | 249 | |
| André Loisel, fils..... | 2 | 6 | 255 | |
| Matthew Foley..... | 3 | 7 | 33 | |
| Xavier Jacque..... | 8 | 12 | 300 | |
| William Girard..... | 3 | 9 | 310 | |
| William Mann & Co..... | 5 | 16 | 348 | |
| Frederick Arsineau..... | 2 | 5 | 140 | |
| Ed. Belanger & Co..... | 2 | 8 | 173 | |
| Ones. Belanger & Co..... | 7 | 24 | 673 | |
| Frederick Coffin..... | 1 | 3 | | |

CODFISHERY RETURNS for the MINGAN District.—(Continued.)

| Names. | Number of Boats. | Number of Men. | Quintals of Codfish. | Remarks. |
|-------------------------------|------------------|----------------|----------------------|----------|
| Philius Sirois..... | 5 | 20 | 640 | |
| Prudent Nicole..... | 2 | 6 | 102 | |
| James McRae & Co..... | 2 | 5 | 100 | |
| John B. Girard..... | 1 | 2 | 12 | |
| Matthew Boyle..... | 1 | 3 | 60 | |
| Philip Vantier..... | | | 150 | |
| William Allain..... | 2 | 4 | 160 | |
| James Walker..... | 2 | 6 | 150 | |
| Henry Kemp..... | 5 | 15 | 450 | |
| Robert Sullivan..... | 2 | 7 | 140 | |
| Thadé Le Blanc..... | 2 | 4 | 200 | |
| Clarence Hamilton..... | 19 | 60 | 2000 | |
| Solomon Belineau..... | 2 | 6 | 160 | |
| Pierre Couture..... | 4 | 15 | 300 | |
| Richard Maujer..... | 2 | 5 | 100 | |
| Pierre Dugué..... | 2 | 5 | 150 | |
| Pierre St. Coeur..... | 3 | 6 | 125 | |
| John DeChafne..... | 2 | 5 | 75 | |
| Hél. Le Jeune..... | 1 | 3 | 75 | |
| Hél. Rios..... | 3 | 9 | 242 | |
| André Loisel..... | 3 | 8 | 252 | |
| Le Boutillier & Brothers..... | | 4 | | |
| Do..... | | 8 | | |
| Do..... | | 8 | | |
| Do..... | | | | |
| Charles Robin & Co..... | | | | |
| Do..... | | 4 | | |
| Do..... | | 4 | | |
| Do..... | | 3 | | |
| Do..... | | 5 | | |
| Law. Kennedy..... | 3 | 10 | 230 | |
| Antime Migneau..... | 4 | 13 | 255 | |
| Didias Gomond..... | 4 | 11 | 240 | |
| William Truing & Co..... | 10 | | | |
| François Le Brun..... | 10 | 38 | 750 | |
| John & William Girard..... | 2 | 5 | 140 | |
| Joseph Couture..... | 6 | 15 | 500 | |
| E. & J. Collas & Co..... | 6 | 19 | 600 | |
| Peter Davouges..... | 5 | 26 | 480 | |
| E. & J. Collas & Co..... | 7 | 29 | 600 | |
| Philip Teuzel..... | 7 | 24 | 800 | |
| Pierre Joncas..... | 5 | 16 | 450 | |
| Charles Clavette..... | 4 | 12 | 370 | |
| Matthew Gallionne..... | 6 | 20 | 400 | |
| John B. Hamond..... | | 6 | | |
| Xavier Cormier..... | 2 | 3 | 50 | |
| Hypolite Cormier..... | 2 | 6 | 30 | |
| John Cormier & Co..... | 2 | 3 | 35 | |
| John & W. Ross..... | 7 | 24 | 650 | |
| Michel Girard..... | 1 | 2 | 42 | |
| Romain Joseph..... | 2 | 6 | 154 | |
| David Joseph..... | 3 | 8 | 225 | |
| A. & S. Vronsie..... | 5 | 14 | 420 | |
| D. A. Buckley..... | 4 | 6 | 152 | |
| Edward Le Page..... | 4 | 13 | 269 | |
| Dominick Loisel..... | 2 | 5 | 126 | |
| John Horte & Co..... | 2 | 7 | 211 | |
| Isaac Denis & Co..... | 3 | 9 | 261 | |
| James Holmes & Co..... | 3 | 11 | 149 | |
| Simeon Castian..... | 3 | 5 | 276 | |
| John Trelalle & Co..... | 4 | 11 | 320 | |
| Samuel Loisel & Co..... | 3 | 7 | 226 | |
| John Dugué..... | 3 | 9 | 324 | |
| Florent Langlois..... | 3 | 9 | 380 | |
| William Maloney..... | 1 | 3 | 28 | |

CODFISHERY RETURNS for the MINGAN District.—(Continued.)

| Names. | Number of Boats. | Number of Men. | Quintals of Codfish. | Remarks. | |
|---------------------------|------------------|----------------|----------------------|--------------------------|---|
| Alex. Shodor & Co..... | 3 | 10 | 233 | Situatd on Jupitigan Is. | |
| Charles Robinson..... | 3 | 8 | 287 | | |
| Pierre Giniac, fils..... | 3 | 8 | 282 | | |
| Pierre Giniac, père..... | 3 | 10 | 243 | | |
| Farquhar McRae..... | 2 | 6 | 164 | | |
| William Brotherton..... | 2 | 6 | 177 | | |
| Louis Vignier..... | 3 | 8 | 128 | | |
| John Duncan Ross..... | 3 | 10 | 327 | | |
| Daniel Beck..... | 2 | 5 | 160 | | |
| Pasteur Le Page & Co..... | 4 | 11 | 230 | | |
| Girgoire Arsineau..... | 2 | 7 | 160 | | |
| Benjamin Landry..... | 1 | 3 | ..... |  |  |
| Joseph Boudreau..... | 1 | 1 | ..... |  |  |
| François Petitpas..... | 1 | 2 | 35 | | |
| Nath. Boudreau..... | 1 | 1 | 36 | | |
| Joseph Boudreau..... | 1 | 2 | 30 | | |
| Benjamin Cire..... | 1 | 2 | 25 | | |
| Prospre Cire..... | 1 | 9 | 30 | | |
| Gracien Cire..... | 1 | 2 | 25 | | |
| Frederick Joufre..... | 1 | 2 | 32 | | |
| Xavier Boudreau..... | 1 | 2 | ..... |  |  |
| John Doyle..... | 1 | 10 | 100 | | } Fished at Natashquan, } on board the Venelle. } Fished at Natashquan, on } board the Alphonsins. |
| Samuel Doyle..... | ..... | 1 | 100 | | |
| Charles Le Brun..... | 1 | 1 | 40 | | |
| Vital Boudreau..... | 1 | 2 | 100 | | |
| Hypolite Arsineau..... | 1 | 2 | 30 | | |
| Pierre Marquand..... | 2 | 2 | 10 | | |
| John Joufre..... | 1 | 1 | 8 | | |
| Hyp. Bourgeois..... | 1 | 1 | 8 | | |
| Jos. Longpy..... | 1 | 2 | 60 | | |
| Placide Doyle..... | ..... | 1 | 100 | | |
| Laurent Bourgeois..... | 1 | 1 | 88 | | |
| Urban Bourgeois..... | 1 | 1 | 31 | | |
| Xavier Cormier..... | 1 | 2 | 32 | | |
| James Waldown..... | ..... | 3 | 96 | | |
| Olivier La Lierre..... | 4 | 9 | 300 | | |
| Charles Beliveau..... | 3 | 7 | 200 | | |
| John Boudin..... | 2 | 4 | 162 | | |
| Pierre Beliveau..... | 3 | 6 | 200 | | |

RECAPITULATION.

| | |
|----------------|------------------|
| Schooners..... | 25 |
| Tonnage..... | 361 |
| Men..... | 1,115 |
| Salmon..... | 500 barrels. |
| Codfish..... | 23,765 quintals. |

The principal portion of the codfish taken on the North Shore is dried and prepared for the foreign market.

The Messrs. Robin, LeBoutillier, and some other firms, collect the fish from the fishermen, and transport their cargoes to the Mediterranean, the Brazils, and elsewhere. The late fish are generally barrelled, and used for home consumption.

Within a few years past very many settlers from the Magdalene Islands have removed to the North Shore, where they appear to be doing very well indeed, and although there has been great progress made in the fisheries generally, yet there is room for as many more as are at present engaged. The overseers state that even with the large number of men engaged this season, the want of more hands were felt.

I have often advocated the formation of Fishing Societies, and shall be glad to find that the subject should engage the attention of competent persons. Having so many ex-

amples before us of the large amount of money that has been made in this trade, it is surprising to see so few, comparatively speaking, following this lucrative business.

The overseer remarks that in 1854 scarcely a codfish was taken in this locality, but the fact is that few persons fished there at that period; it was not want of fish, but of fishermen.

From Esquimaux Point to Blanc Sablon, are several fine salmon rivers; the principal of them being the Natishquan, Great Meccatina, Kegashka, Musquarro, with many others of less note. There being no overseer within this district, I regret being unable to give a statement of catch of fish. The Natishquan, however, has produced about 500 barrels of salmon; large quantities of seal are taken throughout this locality early in spring.

SOUTH SHORE.

Bonaventure and Gaspé are also divided into districts, and to each district a Fishery Overseer is appointed.

The district of the Metapedia is assigned to Mr. Alex. Fraser, a very intelligent person. Within his district no nets are allowed to be set; the Metapedia being a most valuable breeding river, and from the protection he has afforded it the river and its tributaries are swarming with fish. Mr. Fraser says he has received much assistance from the Curé of the Indian Village (the Mission) who warned the Indians not to violate the law. The Metapedia will become a very valuable salmon river for fly-fishing. The sad havoc that the Indians and others made in this river, in former years, had not only destroyed it but also greatly injured the fisheries in the Ristigouche and the Baie des Chaleurs.

The next station to which an overseer is assigned is the Nouvelle district, within which are several valuable salmon fisheries. Mr. Archd. McEwen is the overseer for this district. It must be understood that this river (Ristigouche) is a boundary between Canada and New Brunswick; hence we have the right only to the shore fisheries on one bank of the river: the whole of the Islands, of which there are many, belong to New Brunswick.

The following is a statement of the quantity of salmon taken in this district for the season of 1861:—

| Stands. | Names. | Stations. | Quantity. | Weight. |
|---------|-------------------------|------------------------|----------------|-----------|
| 3 | Robert Busteed..... | Bordreau Cove..... | 40 barrels. | 20 to 25. |
| 1 | John Fraser..... | Cross Point..... | 20 do | do |
| 1 | Adam Duncan..... | Pointe à la Garde..... | 18 do | |
| 1 | Charles Brown..... | Escuminac..... | 1 do | |
| 1 | Alexander Busteed..... | Battery Point..... | 1 do | |
| 1 | Edward Stewart..... | Floras Point..... | 32 do | |
| 3 | Edward Stewart..... | Stewart Cove..... | 42 do | |
| 1 | Joseph Casse Marie..... | Maguasha Point..... | 7½ do | |
| 1 | Archibald McEwen..... | Do do..... | 5 do | |
| 1 | Dr. Le Belois..... | Do do..... | 24 do | |
| | | Total..... | 190½ barrels.* | |

*In 1860, the total catch was 146½ barrels. Increase, 44 barrels.

The Maria District has its salmon fisheries along the Baie des Chaleurs. There being no rivers to guard, the overseer has but little difficulty to contend with in the performance of his duty.

| Names. | Stations. | Quantity in Barrels. |
|---------------------------|----------------|----------------------|
| Robert McCormack | Maria—No. 1 | 6½ |
| John Tire | “ “ 2 | 1½ |
| Robert McIntyre | “ “ 3 | 6¾ |
| Fred. Barricau | “ “ 4 | 7 |
| Francis Jeruc | “ “ 5 | 7 |
| Peter Thibbeau | “ “ 6 | 7 |
| Fabien Allain | “ “ 7 | 3 |
| Peter Landry | “ “ 8 | 3½ |
| Bernard Allain | “ “ 9 | 5 |
| Bellonié Allain | Carleton—No. 1 | 7 |
| Romain Landry | “ “ 2 | 2 |
| Peter Le Blanc | “ “ 3 | 2 |
| Peter Le Blanc | “ “ 4 | 3 |
| Romain Landry | “ “ 5 | 3 |
| Elmine Landry | “ “ 6 | 4 |
| Hypolite Landry | “ “ 7 | 4 |
| Hypolite Landry | “ “ 8 | 3 |
| Peter Allard | “ “ 9 | 10 |
| Theophile Allain | “ “ 10 | 9 |
| John Gauvreau | “ “ 11 | 6 |
| Joseph Rousseau | Nouvelle—No. 1 | 13 |
| Alexander Le Belois | “ “ 2 | 6 |
| Joseph Rousseau | “ “ 3 | 14 |
| | Total | 133 barrels. |

The Cascapedia, or New Richmond division, is a district of much importance, and requires great attention. There are three principal rivers, the Grand Cascapedia, the Bonaventure and the Little Cascapedia. This Station is under the charge of Mr. Ralph Dimock, an energetic and intelligent overseer, who has used all diligence in the discharge of his duty. His report tends to shew that the spawning grounds are well stocked with salmon; that he still has difficulty with some of the people in his district, and that the Indians will, if possible, evade the law, having the New Brunswick traders always ready to buy the speared fish. The catch of salmon in this district has been less than the last two years. The overseer gives, as a reason, that the heavy freshets in the spring of the year gave the fish a clear run up to the head waters of the different rivers; if so, we shall see the results in a largely increased catch of fish during the ensuing years.

The following is a statement of the salmon fishing stations within this district; it comprises both river and shore fisheries:—

| Names. | Stations. | Quantity in brls. |
|---------------------------|------------------------|-------------------|
| William Fairservice | New Richmond | 2½ barrels. |
| Adam Fairservice | Do | 1 salmon. |
| William Lynd | Grand Cascapedia | 4 barrels. |
| Arthur Gilker | Do | 5 “ |
| John Harvey | Do | 5 “ |
| Archibald Pidgeon | Maria | 2 “ |

| Names. | Stations. | Quantity in brls. |
|----------------------|------------------------|-------------------|
| Charles Cowell..... | Maria..... | 3 " |
| William Dimock..... | Do..... | 3 " |
| Morris Cavanagh..... | New Richmond..... | 2½ " |
| John McCrc..... | Maria..... | 3 " |
| John Harrison..... | New Richmond..... | 1½ " |
| Paul Poirrier..... | Hamilton, (shore)..... | 5 " |
| Elexis Poirrier..... | Bonaventure River..... | 2 " |
| Fred. Arsineau..... | Do (seashore)..... | 2 " |
| | Total..... | 41 barrels. |

STATEMENT OF SALMON FISHERIES in the PORT DANIEL district. Mr. W. PHALEN,
Fishery Overseer.

| Names. | Stations. | Quantity. |
|-----------------------|---------------------------|-------------|
| Seacord Bedec..... | Port Daniel, (S. W.)..... | 4 |
| William McDonald..... | do do..... | 5 |
| James Millar..... | do do..... | 7 |
| do..... | do do..... | 5 |
| William Millar..... | do do..... | 4 |
| John Langlois..... | do do..... | 2 |
| do..... | do do..... | 11 |
| George McGinnis..... | do do..... | 2 |
| | Total..... | 40 Barrels. |

The overseer says there has been a partial failure along the shore this season ; that the rivers have been kept clear from poachers.

There are 78 persons engaged in the codfishery in this district, each of whom have one, and some two boats, with an average catch to each boat of about seventy quintals of fish. The overseer had some difficulty in getting a correct statement of the quantity taken. A great many people leave this place in the spring of the year for the North Shore fisheries.

The catch of herrings in the district was very indifferent.

PABOS DISTRICT. JAMES REMON, Fishery Overseer.

| Names. | Stations. | Quantity. |
|-------------------------|--------------|--------------|
| G. T. Robinson | Newport | 3½ barrels. |
| Chas. Lartin | Do | 1½ " |
| Joseph Grenier | Do | 1½ " |
| Edward Blais | Do | 5 " |
| John Twyman | Grand Pabos | 5 " |
| Bapt. Dupuis | Do | 5 " |
| Germain Dupuis | Do | 10 " |
| Hubert Duclas | Do | 4 " |
| F. Dupuis, seunr | Little Pabos | 3 " |
| Alex. Dubé | Do | 4 " |
| Raphaël Dubé, seunr | Grand River | 1 " |
| Simon Baudains | Do | 2 " |
| do | Do | 2 " |
| J. B. Baudains | Do | 1 " |
| Baptiste Couture, seunr | Do | 2 " |
| Baptiste Couture, junr | Do | 3 " |
| Peter Baudains | Do | 2 " |
| | Total | 55½ barrels. |

Within this district are the Grand River, the Great and Little Pabos. I cannot understand how it is, with three very excellent breeding rivers, where salmon should abound, there should be so small a catch of fish. I hope soon, however, to find a great change, and that a much larger quantity of fish are taken.

The overseer can only account for the small take, from the fact that the codfishing boats are plying constantly in and out of the river.

The codfishing in this district has been very good; the herring fishery but indifferent.

The MALBAY (GASPÉ) District. JOHN GEMMELL, Overseer.

| Names. | Stations. | Quantity. |
|------------------|-----------------|--------------|
| J. E. Collas | Point Peter | ½ barrel. |
| William Hunt | Malbay Cove | 2½ " |
| Abner Heyden | Belle Anse | 3½ " |
| John Le Gresley | Do | } 7½ " |
| Do | Do | |
| George Guay | Barachoir | 5½ " |
| James St. Croix | Do | } 10½ " |
| Do | Do | |
| Charles Parent | Do | } 7 " |
| Do | Do | |
| Patrick Gerard | Do | 3 " |
| Peter Vibert | Cou de Bauc | } 5½ " |
| Do | Do | |
| Widow Phil. Mabe | Do | 5 " |
| William Brag | Canis de Roches | 10 " |
| | Total | 60½ barrels. |

STATEMENT of SALMON FISHERIES in DOUGLAS TOWN District, Gaspé. BERNARD
CONLY, Overseer.

| Names. | Stations. | Quantity. |
|-------------------------|---------------------------|---------------------------|
| Henry Spruen..... | Douglas Town (beach)..... | 13 barrels. |
| Thos. Thompson..... | do | 2 " |
| Geo. Thompson..... | do | $\frac{1}{2}$ " |
| Phil. Alexander..... | Sandy Beach..... | 4 " |
| John Alexander..... | do | $\frac{1}{2}$ " |
| John Lefour..... | do | 2 " |
| Thos. Millar, junr..... | do | } No returns of catch. |
| Thos. Millar, senr..... | do | |
| Joseph Fall..... | do | |
| Richd. Annelle..... | Lobster Cove..... | |
| Joseph Patterson..... | do | |
| Elias Collis..... | Point St. Peters..... | |
| | | |

By this return it appears scarcely worth while to set a net in this locality; far better would it be to allow the few fish that frequent this place to run up the St. John river, and there to guard them against all poachers, so that there may be some improvement in the shore fisheries after a time.

STATEMENT of SALMON FISHERIES within the GASPÉ District. THOMAS BOYLE,
Fishery Overseer.

| Persons. | Stations. | Quantity. |
|------------------------------|----------------------|----------------------------|
| P. Berchevaise..... | York River..... | 5 bar. |
| Neil McKenzie..... | do | 5 |
| James Carter..... | do | 4 $\frac{1}{2}$ |
| Abram Coffin..... | do | 5 |
| Joseph Eden..... | do | 1 $\frac{1}{2}$ |
| William Laws..... | do | 6 sal. |
| William Annette..... | do | 6 bar. |
| Felix Boyle..... | do | 3 $\frac{1}{2}$ |
| Joseph Patterson..... | do | 5 $\frac{1}{2}$ |
| Richard Patterson..... | do | 1 $\frac{1}{2}$ |
| William Patterson..... | do | 3 |
| John White..... | do | 1 |
| Richard Patterson, seur..... | do | New stand. 3 $\frac{1}{2}$ |
| James Patterson..... | do | 2 $\frac{1}{2}$ |
| William Eden..... | do | 1 |
| Benj. Berchevaise..... | do | 1 |
| Félix Annette..... | Dartmouth River..... | 4 |
| Abram Coffin..... | do | 7 |
| William Stanley..... | do | 4 |
| Felix Adams..... | do | 3 |

| Persons. | Stations. | Quantity. |
|-------------------------|----------------------|-----------|
| John Adams..... | Dartmouth River..... | 1 |
| Thos. Stanley..... | do | 3½ |
| David Phillips..... | Gaspé Bay (E.)..... | 5 |
| Robert Ascah..... | do | 8 |
| Fred. Millar..... | do | 5 |
| Richard Millar..... | do | 6 |
| William Ascah..... | do | 3½ |
| William Millar..... | do | 1 |
| Thos. Coffin..... | do | 3 |
| Thos. Millar, jr..... | Gaspé Bay (W.)..... | 2 |
| John Dufour..... | do | 2 |
| Phil. Alexander..... | do | 2 |
| Thos. Millar, senr..... | do | 2½ |
| Henry Patterson..... | do | 6 |
| Joshua Falls..... | do | 2 |
| Joseph Patterson..... | do | 5 |
| | Total..... | 125 bar. |

The quantity of salmon taken in 1860 was 72 barrels, shewing an increase of 53 barrels for this season. It is to be hoped that there will be a much greater increase next year. The Gaspé district ought not to yield less than 3 to 400 barrels of salmon. By properly protecting the spawning beds, there must be a large increase. It is satisfactory, however, to find so apparent an improvement in this district. The overseer writes that there has been no spearing by the Indians, and that he has seen the unusual sight of several salmon, late in the fall, leaping in the York river. He says: "There are a great number of salmon coming down the York river this fall; they are to be seen every day jumping out of the water; this is what has not been seen in the Gaspé rivers for many years."

Within the district between Cape Gaspé and Green Island there are no overseers. There are several very fine rivers watering this division, and the whole shores are thronged with fishermen who, late and early, are busily engaged in the codfishery.

There are several excellent codfishing establishments along the shores, where there have been cured from 6 to 7,000 quintals of fish this season. The principal rivers are the Magdalene, St. Ann's, Cape Chatte, Matane, Metis, Rimouski and Trois Pistoles.

The Matane is leased to Mr. Racy; a fishway is constructed on the dam, but the lessee having no confidence in the utility of salmon passes, wrote to me for permission to capture some salmon and place them in the river over the dam. I gave him permission, at the same time telling him there would be no necessity for taking fish as the pass was an excellent one, and that every fish would easily get up; I had examined it and was quite satisfied that it was effective. I wrote to him some time after to know if he had availed himself of the permission I had given him; he answered that to the surprise of every one quantities of salmon had been seen a long way up the river, and that they were glad to find that the pass was as I have represented it to be.

I am glad to say that this ocular demonstration of the benefit of fishways has had a good effect along the coast where there are mill-dams. It is needless to say that I have experienced much difficulty in prevailing on some of the mill owners to comply with the requisitions of the law; not so much, I believe, from a desire to avoid the expense, attending the construction, as a want of confidence in the utility of fishways, and a fear that the operations of the mills would be retarded. Since they have seen that the fish can and do ascend the rivers by means of the pass, several proprietors have expressed their willingness to do all in their power to aid in the better construction (where they have been badly built) of the necessary work.

 NAMES of Proprietors of Mill Dams on which Fishways have been constructed, &c.

NORTH SHORE.

| Rivers. | Mill Dams. | Proprietors. | Remarks. |
|----------------------|------------|---------------------------|--|
| Port Neuf, (on haut) | 3 | G. E. Symes and others... | Every facility given by Mr. Symes for instruction. Two fishways built; one not necessary. Other dams on the river. Very indifferent for salmon. Flour and saw-mills, paper, nail, and woollen factories. |
| River St. Charles... | 1 | J. B. Tremblay..... | Very good salmon-pass; salmon killed miles above the dam. (See Report.) |
| Black River..... | 1 | Wm. Price & Co..... | Very good salmon-pass built last year; bad one before. |
| Little Saguenay..... | 1 | Do | Passes have been built; the one last season reported very good. |
| St. John, Saguenay.. | 1 | Do | Fishway carried away by freshet; Mr. Price writes that the fish have been seen to go over the dam since. |
| À Mars, Saguenay... | 1 | Do | Salmon-pass, but not effective; salmon never frequent the river. |
| Ha! ha! Saguenay.. | 2 | Messrs. Kane & Gravel... | Salmon-passes require a little alteration; salmon seen in the river. |
| Escoumains..... | 1 | Messrs. Tetu..... | Salmon-pass, but not effective; river blocked up with lumber; formerly a most splendid river, but I fear utterly destroyed until lumbering is stopped. |
| Port Neuf, (on bas) | 1 | Messrs. Gibb & Co..... | A natural passage has been made; utility doubtful; it is said that salmon have been seen above the dam. |

SOUTH SHORE.

| | | | |
|-------------------|---|---|--|
| Matauo..... | 1 | Mr. Price..... | Very excellent fishway. (See Report.) |
| Cape Chatte..... | 1 | Do | I am not aware of any fishway having been built. |
| Métis..... | 2 | Mr. Price and Mr. Tessier.. | Fishway on Mr. Tessier's dam; no fishway on Mr. Price's. 100 feet fall not 3 miles above this river. |
| Rimouski..... | 3 | Messrs. Price, Tessier, and Hudon. | Fishway on Mr. Price's dam; no fishway on Mr. Tessier's, or rather not an effective one; Mr. Hudon has a new dam, but no good fishway. |
| Green River..... | 2 | Mr. Bertrand and Mr. Scott | Heavy freshets injured fishway; no fishway on Mr. Scott's dam. |
| River Ouelle..... | 3 | Messrs. Letellier, Casgrain, and Aubuc. | Two fishways, one not very effective; salmon gone clear up the river; salmon very plentiful in this river. |
| St. Thomas..... | 1 | Mrs. Patton and Mr. Price | Own the dam jointly. Mr. Patton has given much trouble; case referred to the Attorney General. |
| Etchemin..... | 1 | Henry Atkinson..... | A very excellent salmon-pass; attempted to transport live salmon to the river, failed; better success next year. |
| St. Francis..... | 1 | Cirus Clarke..... | One fishway and one natural passage made; fish run 40 miles above the dam; much damage done by poachers. |
| Barachois..... | 1 | ..... | Said to be very good salmon-pass. |
| Grand River..... | 1 | Gaspé Company..... | Said to be very good salmon-pass. |

It was stated that there was no fishway at the dam on the river St. Charles, or if there was it was of no use, as the fish could not get up. I knew the proprietor had built a fishway, and a very good one: I inspected the fishway; fished several miles above the dam; hooked two salmon and killed one of them three miles above the dam.

I felt satisfied that the pass was effective, but I wished to silence the many fault-finders.

The district between Green River and Beaumont is assigned to the care of Mr. Alfred Blais, Fishery Overseer. The River Ouelle is the only one of any importance in the division. There are several salmon fishing stations along the shore, indeed too many to be beneficial; unfortunately the whole back is lined with "bush weirs," and the destruction of the young fish in them is immense.

In accordance with the desire of the Fishery Committee of the Legislature, I made a thorough examination of the brush fisheries on the south shore, with a view to afford relief to the fishermen in the matter of their nets where they are used in connection with the weirs. With the nets there will be little difficulty; where they are used as "chandeliers" they must be of the prescribed size of mesh; where they are used for "ground nets" for general purposes and not as salmon nets, the law does not interfere. As regards the brush fisheries generally, immediate action must be taken to prevent the wholesale destruction of the young fish of every species that are every year and at every tide destroyed in the pounds of these traps. Words cannot describe the evil. In one brush weir above 150 barrels of young fish of every description were taken last season, and along the shores there are more than 100 of these, though all are not so destructive.

The most of the fishermen acknowledged the evil, and complained that they seldom took any large fish. I pointed out to them the absurdity of expecting to do so when they took every means to defeat their own object, and they gladly accepted a proposition I made them to overcome the evil. It is a simple but an effective contrivance, viz.: Cut a space in the pound of each weir of five feet square from the ground, and cover this space with a piece of net three quarters of an inch on the square, or even an inch would not be too large. Thus would myriads of young fish escape to return the next season fit for food for the people, for in one season fish grow from an average of one to eight pounds weight, and even more.

The principal species of fish taken in these brush weirs are bass, whitefish, dore, carp, sturgeon, caplin, shad, herrings, &c., and a few salmon.

Along the south shore the eel fishery is the most valuable; the quantity taken during the last season being no less than 72,320, which, at the low value of seven dollars per hundred, yields a return of \$5,062.20.

STATEMENT of LICENSES granted within the district of MR. ALFRED BLAIS.

| Names. | Stations. | Quantity. |
|----------------------|------------------------------|---|
| Chas. Paquet..... | S. Shore, near Beaumont..... | |
| Augt. Levallier..... | St. Michel..... | |
| Auguste Buteau..... | Berthier..... | |
| Pierre Dugal..... | do | |
| J. B. Guay..... | Point Levi..... | |
| do | do | |
| F. Rouillard..... | St. Valier..... | |
| | <i>Other Stations.</i> | |
| M. Coté..... | Rimouski..... | |
| do | do Wharf | |
| J. B. Martin | River Ouelle..... | } Agent for the Seigniori. This license sent back for protection to the river. |
| J. K. Boswell | Jacques Cartier Shore. | |

RETURN of Licensed Fishing Vessels under the Act 22 Vic., cap. 86, the Fishery Act. (Bounty Clause.)

PORT OF AMHERST, MAGDALEN ISLANDS.

| No. | Vessel. | Owner. | Tons. | Men. | Time. | Amount. | Quality and quantity of Fish Returns. |
|-----|-----------------|------------------|-------|------|-------|---------|---|
| | | | | | | \$ cts. | |
| | Mary..... | P. Vigneau..... | 40 | 8 | 4 | 160 00 | 350 barrels herrings, 450 quintals dry codfish. |
| | Triton..... | A. Cormier..... | 30 | 8 | 3 | 90 00 | |
| | Jenny Lind..... | P. Turbide..... | 39 | 8 | 3½ | 136 50 | |
| | Annie..... | W. Servian..... | 45 | 8 | 4 | 180 00 | |
| | Mary Ann..... | E. Arsineau..... | 40 | 8 | 4 | 160 00 | No returns of fish taken. |
| | Adelina..... | L. Arsineau..... | 40 | 8 | 4 | 160 00 | |
| | Archangel..... | L. Jomphe..... | 50 | 10 | 4 | 200 00 | |
| | Dolphin..... | D. Richard..... | 52 | 10 | 4 | 208 00 | |
| | Temperance..... | E. Arsineau..... | 41 | 10 | 4 | 164 00 | 380 cwt. dry cod, 57 brls. mackerel, 60 brls. green cod, 76 brls. herring, 20 dft. green cod. |
| | Esperance..... | D. Chaisson..... | 57 | 10 | 4 | 228 00 | |
| | Breeze..... | G. Siere..... | 28 | 8 | 3 | 112 00 | No returns of fish taken. |
| | Alison..... | F. Cummins..... | 41 | 8 | 4 | 123 00 | |
| | Sarah..... | H. Boudreau..... | 23 | 8 | 4 | 92 00 | |
| | Victoria..... | G. Cormier..... | 53 | 10 | 4 | 212 00 | 52 cwt. dry cod, 166 brls herrings, 200 brls. mackerel, 2 brls. green cod. |

PORT OF GASPE.

| No. | Vessel. | Owner. | Tons. | Men. | Time. | Amount. | Inspector. | Quality and quantity of Fish Returns. |
|-----|---------------------|-----------------------|-------|------|-------|----------|------------------------|---|
| | Pilot..... | Peter Mabe..... | 64 | 12 | 3 | \$192 00 | Philip Becharvois..... | 440 quintals dry cod. |
| | Wolverine..... | John Adams..... | 40 | 8 | 3½ | 140 00 | Philip Becharvois..... | 150 do do |
| | Osprey..... | John Davis..... | 59 | 15 | 3 | 177 00 | Philip Becharvois..... | 125 barrels whale oil |
| | Marie Primrose..... | Thomas Savage..... | 73 | 12 | 4 | 292 00 | Philip Becharvois..... | 800 quintals dry cod. |
| | Ranger..... | George Miller..... | 41 | 10 | 4 | 164 00 | Philip Becharvois..... | 400 do do |
| | Admiral..... | Joseph Tripp..... | 46 | 15 | 3 | 138 00 | O. Godbout..... | 80 barrels whale oil. |
| | Voile..... | Thomas Shaddard..... | 39 | 15 | 3 | 117 00 | Philip Becharvois..... | 100 do do |
| | Lord Douglas..... | Wm. Baker..... | 58 | 14 | 3 | 174 00 | Philip Becharvois..... | 85 do do |
| | Rambler..... | Wm. Baker..... | 51 | 10 | 3 | 153 00 | O. Godbout..... | 30 do do |
| | John Stewart..... | Charles Stewart..... | 76 | 15 | 3 | 228 00 | O. Godbout..... | 140 do do |
| | Breeze..... | Wm. Barbour..... | 45 | 15 | 4 | 180 00 | O. Godbout..... | 164 do do |
| | Britanna..... | John Ross..... | 67 | 14 | 3½ | 234 50 | Philip Becharvois..... | 534 quintals dry cod; 14 bar. cod oil. |
| | Unquanted..... | John Howe..... | 44 | 10 | 3 | 132 00 | Philip Becharvois..... | 33 barrels herrings and 200 quintals dry cod. |
| | Temperance..... | Lawrence Kennedy..... | 56 | 10 | 3 | 168 00 | Philip Becharvois..... | 234 quintals dry cod. |
| | Highland Jane..... | John Ascab..... | 64 | 15 | 3 | 192 00 | Philip Becharvois..... | 137 barrels whale oil. |
| | Flying Fish..... | Robert Pye..... | 26 | 7 | 3 | 108 60 | Philip Becharvois..... | 170 quintals dry cod. |
| | Village Bell..... | P. Mulrooney..... | 40 | 8 | 3 | 120 00 | Philip Becharvois..... | 200 do do |
| | Piper..... | Cbs. Patterson..... | 47 | 8 | 3 | 141 00 | Philip Becharvois..... | 200 do do |

Return of Licensed Vessels under the Act 22 Vic., cap. 86, the Fishery Act, (Bounty Clause.)

PORT OF QUEBEC.

| No. | Vessel. | Owner. | Tons. | Men. | Time. | Amount. | Inspector. | Quality and quantity of Fish Returns. |
|-----|-------------------|------------------------|-------|------|-------|---------|------------|---|
| | | | | | | | | |
| | Eugenie | F. M. Lesperance..... | 46 | 10 | 4 | 184 00 | | 30 brls. 20 cwt. cod, 7 tubs, 4 half-brls. sounds, 2,800 quintals dry cod, 25 brls. cod oil, 20 brls. green cod and 20 dtfs. codfish. |
| | Mary..... | do | 35 | 10 | 4 | 140 00 | | 1 bri. salmon, 3 cwt. dry fish, 19 brls. green fish, 1,500 quintals dry cod, 83 qts. dry cod, 50 brls. cod oil and 10 brls. halibut. |
| | Louise..... | Barth. Pouliot..... | 50 | 12 | 4 | 200 00 | | 160 dtfs. green fish, 630 qts. dry cod, 12 brls. cod oil, 460 salmon and 2 brls. halibut. |
| | Pearl..... | L. Gagnon | 54 | 10 | 4 | 216 00 | | 323 brls. herrings, 4 bri. sounds, 4 brls. blubber, 5 brls. cod, 1 box caplin, 1 cwt. dry fish, hif-bri. salmon. |
| | Syrene | Isate Joncas..... | 26 | 14 | 4 | 104 00 | | 435 cwt. cod, 13 brls cod oil, 10 brls. green cod. |
| | Emedine..... | J. & F. Dionne..... | 36 | 12 | ..... | ..... |  | 53 brls. herrings, 5 brls. salmon, 60 brls. green fish, and 2 cwt. dry fish. |
| | Emma | E. Bugeold..... | 22 | 12 | 4 | 88 00 | | 125 drafts green fish, 32 barrels dry fish, and 1 tierce cod oil. |
| | Primrose..... | F. X. Boily..... | 40 | 8 | 4 | 160 00 | | 21 brls. herrings, 50 brls. cod, 8 brls. halibut, 1 bri. salmon, 1 bri. trout, and 250 dtfs. green fish. |
| | Marie Louise..... | J. & G. Dionne..... | 53 | 14 | 4 | 212 00 | | 55 brls. herrings, 214 pack. herrings, 2½ brls. cod, 2 pack. dry fish, 4½ brls. salmon, and hif-bri. trout. |
| | Renard..... | Ant. Riverin..... | 22 | 14 | 4 | 88 00 | | 150 drafts, 14 brls. cod, 1 bri. dry fish, 4 brls. halibut, 1 bri. herrings, and 180 cwt. dry cod. |
| | Caroline | Ovide Boily | 81 | 14 | 4 | 324 00 | | 453½ brls. herrings, 14 hif-brls. herrings, 1 bri. salmon, 5 brls. green fish, 2 bri. trout, and 200 cwt. dry cod. |
| | Anastasia | Prudent Nicole..... | 26 | 8 | 4 | 104 00 | | 108 qts. dry cod, 54 brls. green cod, 16 dtfs. green cod, and 4½ brls. cod oil. |
| | Wide-a-Wake | Vital Vignault..... | 42 | 10 | 4 | 168 00 | | 306 brls. herrings, 6 punch. herrings, 400 seal skins, 4,200 gal. seal oil, 4 brls. cod oil, and 335 cwt. dry cod. |
| | Arpensine | Charles Le Brun..... | 26 | 10 | 4 | 104 00 | | 6,000 gal. seal oil, and 312 qts. cod fish. |
| | Venefito | Pacifio Doyle..... | 53 | 10 | 4 | 132 00 | | 260 barrels oysters, 110 brls. herrings, 400 gals. seal oil, 3,000 gals. do, 4 cwt. dry cod, 4 brls. cod oil. |
| | Eugenie | A. & C. Vignault | 51 | 10 | 4 | 204 00 | | 306 brls. herrings, and 560 qts. dry cod. |
| | Victoria | John Hamond..... | 43 | 10 | 3 | 129 00 | | 3 cwt. dry fish, 1 bri. salmon, 13 punch. herrings, 14 brls. her., 100 qts. dry cod, 502 seal skins, and 500 gal. seal oil. |

RETURN of Fish and Fish products, Port of Quebec, for the season of 1861.

| Kinds of Fish. | Barrels. | Cwt. | Quintals. | Boxes. | Drafts. | Tinnets. |
|------------------|----------|-------|-----------|--------|---------|----------|
| Salmon | 1,660 | ..... | ..... | 266 | ..... | ..... |
| Herrings | 32,312 | ..... | ..... | 12,001 | ..... | ..... |
| Codfish | 6,449½ | 7,000 | 2,988 | ..... | 2,323½ | ..... |
| Mackerel | 781 | ..... | ..... | ..... | ..... | ..... |
| Trout | 70½ | ..... | ..... | ..... | ..... | ..... |
| Oysters | 6,646 | ..... | ..... | ..... | ..... | ..... |
| Other Fish | 1,245 | ..... | ..... | 129 | ..... | 103 |

Fish Oils,—Gallons, 126,122. Value, \$59,180.

The foregoing is a list of the vessels that have been licensed under the provisions of the Bounty Clause of the Fishery Act, &c.

I have every reason to believe that much benefit is derived from the boon conferred on the fishermen, and I would be well pleased to find that the fishermen of the Upper Province took advantage of its provisions. The operations of the free port measure has also been beneficial to the fishing interests, and I hope in a few years to see a much greater percentage of the business in the hands of our own people. I would desire particular reference to the imports of this year in the Port of Quebec, in the shape of fish and fish products. One very great boon is yet to be conferred, and that is, the compulsory inspection of fish. I had occasion, a few years since, to confer with the Board of Trade on the subject; at that time the opinion of the board was unfavorable, but latterly a great change has taken place, and nine-tenths of the fishing interests are desirous of having so beneficial a change; and I do sincerely hope that the inspection of all pickled fish will be rendered compulsory.

The inland waters that have been leased are not progressing very favorably. I shall have the honor of making this a subject of communication at another period.

I should be pleased to find that the Legislature would enable the department to remunerate the Fishery Overseers by increasing the amount of salary paid them; the whole amount granted for the payment of their salaries is Two Hundred pounds. I should also wish to see others appointed at stations where at present there are none.

There are also necessary changes in the Fishery Act that would be beneficial, and which I shall have an opportunity of submitting for your approval.

I have the honor to be, Sir,

Your obed't, humble servant,

RICHARD NETTLE,
Superintendent of Fisheries, L. C.

Sessional Papers (No. 12).

RETURN of BONDS and SECURITIES recorded in the Provincial Registrar's Office, between the 16th day of March, 1861, and the 20th day of March, 1862.

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

STATEMENT of FEES received for the FEE FUND, UPPER CANADA, and JUDGES' SALARIES, paid during the year 1861.

| COUNTIES. | Gross Fees. | | Net Fees. | | Judges' Salaries. | | Deficit. | |
|-------------------------------------|-------------|------|-----------|------|--|-------|----------|------|
| | \$ | cts. | \$ | cts. | £ | cts. | \$ | cts. |
| Brant | 1,111 | 03 | 930 | 60 | 2,800 | 00 | 1,869 | 40 |
| Carleton | 2,046 | 91 | 1,800 | 64 | 2,400 00 } † R 1,000 00 } | 1,599 | 86 | |
| Elgin | 708 | 55 | 589 | 82 | 2,800 00 | 2,210 | 18 | |
| Essex | 458 | 94 | 266 | 18 | 2,000 00 | 1,733 | 82 | |
| Frontenac, Lennox & Addington | 2,808 | 47 | 2,528 | 36 | 2,800 00 } { R 1,000 00 } | 1,271 | 64 | |
| Grey | 730 | 03 | 563 | 80 | 2,800 00 | 2,237 | 14 | |
| Haldimand | 617 | 48 | 452 | 28 | 2,000 00 | 1,547 | 72 | |
| Halton | 635 | 81 | 461 | 25 | 2,000 00 | 1,538 | 75 | |
| Hastings | 1,610 | 79 | 1,356 | 25 | 2,800 00 | 1,443 | 65 | |
| Huron & Bruce | 1,522 | 80 | 1,235 | 02 | 2,600 00 | 1,364 | 95 | |
| Kent | 706 | 87 | 560 | 60 | 2,400 00 | 1,839 | 40 | |
| Lambton | 660 | 97 | 507 | 98 | 2,000 00 | 1,492 | 02 | |
| Lanark & Renfrew | 1,610 | 75 | 1,402 | 76 | 2,400 00 | 997 | 24 | |
| Leeds & Grenville | 2,065 | 45 | 1,750 | 84 | 2,800 00 | 1,049 | 16 | |
| Lincoln | 1,142 | 62 | 955 | 61 | 2,400 00 | 1,444 | 39 | |
| Middlesex | 1,745 | 28 | 1,499 | 82 | 2,800 00 } { R 1,000 00 } | 2,300 | 18 | |
| Norfolk | 956 | 74 | 732 | 31 | 2,000 00 | 1,246 | 69 | |
| Northumberland & Durham | 3,074 | 50 | 2,724 | 85 | 2,800 00 } { J 2,800 00 } { JJ 2,000 00 } | 2,075 | 15 | |
| Ontario | 1,746 | 75 | 1,530 | 37 | 2,800 00 | 1,269 | 63 | |
| Oxford | 1,002 | 60 | 819 | 98 | 2,800 00 | 1,980 | 02 | |
| Perth | 959 | 90 | 789 | 64 | 2,200 00 | 1,410 | 36 | |
| Peterborough & Victoria | 1,740 | 76 | 1,527 | 90 | 2,400 00 | 872 | 10 | |
| Prescott & Russell | 438 | 98 | 245 | 33 | 2,000 00 | 1,734 | 67 | |
| Prince Edward | 632 | 52 | 442 | 32 | 2,000 00 | 1,557 | 65 | |
| Simcoe | 1,315 | 03 | 1,084 | 03 | 2,800 00 | 1,715 | 97 | |
| Stormont, Dundas & Glengarry | 2,585 | 87 | 2,265 | 29 | 2,800 00 | 534 | 71 | |
| Waterloo | 897 | 58 | 715 | 67 | 2,800 00 | 2,034 | 23 | |
| Welland | 633 | 96 | 492 | 46 | 2,000 00 | 1,507 | 34 | |
| Wellington | 2,039 | 79 | 1,760 | 21 | 2,800 00 | 1,039 | 79 | |
| Wentworth | 2,234 | 41 | 1,984 | 42 | 2,800 00 } { R 1,000 00 } { J 2,800 00 } { JJ 2,000 00 } { JD 1,200 00 } { R 1,800 00 } | 1,815 | 58 | |
| York & Peel | 7,110 | 14 | 6,646 | 02 | | 853 | 08 | |
| Total | \$47,632 | 28 | \$40,642 | 77 | 88,400 | 00 | 47,757 | 22 |

* \$194 have been paid out of these Fees to County Attorneys for examining Returns of D. C. C. and P and this amount will be repaid out of the Funds of 9 Vic, cap. 33; and 12 Vic, cap. 63.

† J. Judge; JJ. Junior Judge; JD. Judge 1st Division; R. Recorder.

(Signed,)

W. DICKINSON,

Acting Deputy Inspector General.

INSPECTOR GENERAL'S OFFICE,

Quebec, 3rd February, 1862.

ANNUAL REPORT

OF THE

OTTAWA COLLEGE.

The College of Ottawa was founded in 1848, by the Right Reverend *Joseph Eugène Guigues*, first Bishop of that See. At this time Ottawa was but a village; its population was inconsiderable, but it was evident that the number of its inhabitants would rapidly increase. It, was therefore, necessary to furnish the rising generation with all the means proper to utilize and turn to advantage the resources which the country afforded. The zeal of the venerable prelate swerved not from the attainment of the proposed end. No obstacle was sufficient to make him for a moment harbour the thought of abandoning the enterprise. Fourteen years have not yet passed away since the foundation of the College, and already with a legitimate pride can it contemplate the happy results which it has been instrumental in procuring towards the common good of the country. Amongst the students who have gone forth from its halls might be mentioned thirty-six priests, at present employed in the Diocese of Ottawa, and who have received the whole or a part of their education at the College. Amongst the members of the medical and legal profession may be numbered respectively fifteen and ten who have completed their classical studies at the College of Ottawa. There are many amongst these young men, who with energy develop the riches of the Ottawa Valley by their industry and commerce, that retain pleasing reminiscence of the happy years they have spent in the College of Ottawa.

The establishment was, on the 30th of May, 1849, incorporated by an Act of the Provincial Parliament, (anno 12. V. R., c. xii.) under the title of the College of Bytown. According to the provisions of this Act, the revenues derived from the real estate of the Corporation may reach the sum of eight thousand dollars. The President of the College is a member of the Senate of the University of Toronto.

At present the total value of the buildings and the land upon which the establishment is situated, is estimated at seventy thousand dollars. During the session of last year, 1861, Parliament has been pleased to change the title of incorporation from the College of Bytown to that of Ottawa. The course of studies pursued in the College is thus arranged: 1st. The preparatory course, which embraces the following branches, viz.: English and French Grammars, Geography, Elements of Ancient and Modern History, Arithmetic, Book-keeping, Architectural Drawing, Practical Geometry, Elements of Physic and Natural History. 2nd. The classical course, which embraces all the branches taught in the other Colleges of Upper Canada, with this amelioration, however, that the translations and compositions are simultaneously made in English and French by all the students of the course. This was imperiously demanded of the Directors of the Institution, by the position they occupy in the midst of two countries where the English and French populations are equally mixed. This plan presented and still presents considerable difficulties, which, however, are amply compensated for by the advantages accruing to the students, the greater number of whom, at the end of their course, possess not only a theoretical, but also a practical knowledge of the two languages. 3rd. The Theological course comprises Moral and Dogma.

tical Theology. The students of this course number annually about fifteen. Those of the other two courses about one hundred. Masters attend three times a week to give lessons in Drawing, Instrumental and Vocal Music. All the students of the two first courses receive lessons in Fencing.

The yearly Pension is \$100 00.

Students not Catholic are not obliged to attend the religious exercises.

The Professors are twelve in number, with two Disciplinaryans.

BALANCE ACCOUNT.

| Dr. | | Cr. | |
|------------------------------|-------------|---------------|-------------|
| Moveable and Immoveable..... | \$80,000 00 | Sundries..... | \$35,000 00 |
| Sundries..... | 10,000 00 | Stock..... | 55,800 00 |
| Cash..... | 800 00 | | |
| | \$90,800 00 | | \$90,800 00 |

In behalf of the Corporation,

(Signed),

J. H. CABARET,



STATEMENT respecting the Jesuits' Estates, furnished by the undersigned to the Honorable the Provincial Secretary, as required by the 16 Victoria, chapter 163, Section 5, (Consolidated Statutes of Canada, chapter 33, section 29.)

| NAME OF PROPERTY. | Number of acres originally granted, and date thereof. | No. of acres conceded and rate per Acre. | Avenue. | INCOME FOR LAST YEAR, FROM WHAT SOURCE; AMOUNT EXPENDED, AND FOR WHAT PURPOSE. | | | | | | | | | | | |
|---------------------------|---|--|----------------------------|--|----------------|-------------------|----------------------------------|----------------------------|----------------------------|------------------------------|---------|-----------|---------|-------------------------------------|-------------|
| | | | | RECEIPTS. | | | | | | | | | | | |
| | | | | Lods et Ventas | Cens et Rentes | Mills, Farms, &c. | Rentes foncières and Conatiufes. | Received on Judgments, &c. | Com-muta-tion Ground Rent. | Timber Dues and Ground Rent. | Total. | EXPENSES. | | | |
| Sillery | 8079 Superl Arpenis..... | 23 Oct., 1699, All | Arpenis..... | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | Law Costs..... | 4:38 01 |
| St. Gabriel | 119720 do .. | 11 April, 1647 | 70714 Superl Arpenis..... | \$ 81 | 1 08 | 5468 86 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Agent's salary and commis-sion..... | 2923 77 |
| Notre Dame des Anges | 28224 do .. | 17 Jan., 1632 All. | ..... | 121 69 | 137 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Agent's dis-bursements.. | 241 33 |
| Belair in Quebec | 14112 do .. | 24 Nov., 1632 All. | ..... | 124 87 | 678 00 | 1101 82 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Balance..... | 16018 36 |
| do in Lauzon | Not exactly known. | ..... | ..... | 13 21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Batiscau | 282240 do .. | 13 Mar' 1639 | 91804 Superl Arpenis..... | ..... | 475 16 | 100 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cap de la Magdeleine | 282240 do .. | 20 do 1631 | 93856½ do .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Island of St. Christopher | 86 do .. | do do | ..... | 86 03 | 9 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis | 96 do .. | 16 Feb., 1634 | 31 arpenis, as per plan .. | ..... | 510 38 | 301 95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pachevini | About 30 do .. | do do | 23 arpenis .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Basin of Three Rivers | 575 do .. | 8 Aug., 1634, All | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tadoussac | 6 do .. | 1 July, 1656 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Laprairie | 50448 do .. | 1 April, 1617 | 53712 Superl Arpenis..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | 100 02 | 2287 80 | 910 95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | 100 02 | 3182 91 | 2517 27 | 6716 45 | 4114 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | \$ 18619 50 |

For the estimated arrears, as per statement forwarded last year, amounting to \$151,135 65c. add one year revenue, viz: \$2,657, 135 65c. add one year revenue, viz: \$2,657, 135 65c. from which deduct \$18,619 50c., leaving \$137,173 14c.

DEPARTMENT OF CROWN LANDS, }
 Jesuits' Estates and Crown Domain Branch, }
 Quebec, 31st January, 1862. }
 (Signed.) F. T. JUDAH, }
 Clerk, Jesuits' Estates, &c. }
 (Signed.) ANDREW RUSSELL, }
 Assmt, Commissioner of Crown Lands. }

UNIVERSITY OF TORONTO.—Statement of the number of Acres of Land which have been sold from the period of the original endowment to the 31st December, 1860; shewing the total amount of sales, the amount received, the amount unpaid, also the average price per acre.

| Original Endowment—226,201 Acres. | No. of Acres. | Acres sold. | Acres unsold. | Am't of Sales. | Am't received. | Amount unpaid | REMARKS. |
|--|-----------------------|---|---|--|--|--|--|
| Endowment as per Return to 31st December, 1859 | 226002 2 0 | 201964 2 34 1279 0 0 863 0 0 530 2 13 535 0 0 | 24037 3 6 3197 2 13 | \$ cts. 1322375 65 10390 00 4390 16 4221 67 5214 00 | \$ cts. 957350 83 43061 05 | \$ cts. 365015 82 18845 22 | During quarter ended March 31, 1860. do do do June 30, " do do do Sept. 30, " do do do Dec. 31, " |
| 226002 2 0 | 205162 1 7 | 20840 0 33 | 20840 0 33 | 1346591 48 1000 00 | 1000420 88 | 346170 60 1000 00 | Sale 1371 cancelled and resold in [March, 1860. |
| 120 0 0 | 50 0 0 | 50 0 0 | 50 0 0 | 1345591 48 225 00 | ..... | 343170 80 225 00 | Sale 557 cancelled. |
| 225882 2 0 34 0 0 | 205112 1 7 34 0 0 | 20890 0 33 120 0 0 | 20890 0 33 120 0 0 | 1345366 48 | ..... | 341945 60 | Sale 1866 loss on survey. |
| 225548 2 0 | 205078 1 7 178 0 0 | 20770 0 33 | 20770 0 33 | 444 75 | ..... | 444 75 | Sale 929 cancelled. |
| | 204900 1 7 200 0 0 | 20948 0 33 200 0 0 | 20948 0 33 200 0 0 | 1344021 73 2217 60 | ..... | 344500 85 2217 60 | Sale 1654 cancelled. |
| | 204700 1 7 80 0 0 | 21148 0 33 80 0 0 | 21148 0 33 80 0 0 | 1342704 13 560 00 | ..... | 342283 25 560 00 | Sale 210 cancelled. |
| | 204620 1 7 | 21228 0 33 | 21228 0 33 | 1341888 13 | 1000420 88 220 95 | 341723 25 256 00 341467 25 220 95 | Sale 290 cancelled. Re-appropriation, Statement No. 1. |
| 225848 2 0 1 2 26 | 1 2 26 |  |  | ..... | 1000641 83 | 341246 30 | Sale 1705 loss on survey. Deposits, 1858, appropriated. |
| 225846 3 14 | 204618 2 21 | 21228 0 33 | 21228 0 33 | \$1341988 13 | 21 27 | 21 27 | Average price per acre, \$5 56. |

DAVID BUCHAN, Bursar.

BURSAR'S OFFICE, Toronto, 31st December, 1860.

UNIVERSITY OF TORONTO.

STATEMENT of Capital invested and amount expended by the University, from its commencement to the 31st December, 1860.

| | \$ | cts. | \$ | cts. |
|---|---------|------|-------------|------|
| Capital invested to 31st December, 1859, as shewn in return to Parliament of that date..... | | | 1,117,729 | 08 |
| Cash invested in Lake St. Peter Bonds, as per account No. 1..... | 10,597 | 00 | | |
| do do Museum, per account No. 5..... | | 6 00 | | |
| do do Library, do do 6..... | 2,228 | 39 | | |
| do do Building, do do 7..... | 54,927 | 96 | | |
| do do Museum fitting, do 11..... | 1,243 | 96 | | |
| | | | 69,003 | 31 |
| | | | 1,186,732 | 39 |
| <i>Less</i> , amount of investments returned as account No. 1: | | | | |
| Loans repaid..... | 2,200 | 00 | | |
| Invested property returned..... | 11,475 | 59 | | |
| Debentures redeemed..... | 74,520 | 00 | | |
| | | | 88,195 | 59 |
| | | | 1,098,536 | 80 |
| Amount expended to 31st December, 1859, as shewn in return to Parliament of that date..... | 882,927 | 77 | | |
| Amount expended to 31st December, 1860, as shewn in account No. 2 (Income Fund)..... | 68,062 | 91 | | |
| | | | 950,990 | 68 |
| | | | \$2,049,527 | 48 |

No. 1.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of THE PERMANENT FUND, for the year 1860.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|--|---------|----------|------|-----------|------|
| To amount received on account of Purchase money..... | | 43,061 | 05 | | |
| do do do Loans repaid..... | | 2,200 | 00 | | |
| do do do Invested property returned..... | | 11,475 | 59 | | |
| do do do Debentures redeemed..... | | 74,520 | 00 | | |
| To re-appropriation of payment acc't, W ¹ 2 ^s , 3. Murray, as purchase money in place of interest thereon..... | \$129 | 94 | | | |
| do do lot 11, 9 con. Townsend do..... | 23 | 65 | | | |
| do do E ¹ lot 5, 6 con. do do..... | 2 | 40 | | | |
| do do E ¹ R ³ , 7, S.E. Road, Wilmot do..... | 64 | 96 | | | |
| | | 220 | 95 | | |
| To Balance at credit of Museum Fittings appropriation acc't, transferred..... | | 36 | 04 | | |
| | | | | 131,513 | 63 |
| EXPENDITURE. | | | | | |
| By Balance, 31st December, 1859..... | | \$51,458 | 25 | | |
| " Amount appropriated for the Library by Resolution of Senate..... | | 5,000 | 00 | | |
| " " " Museum Fittings " "..... | | 750 | 00 | | |
| " " expended on the University Buildings as per account No. 7, invested in Lake St. Peter Bonds..... | \$9,800 | 00 | | | |
| " " Premium thereon..... | 797 | 00 | | | |
| | | 10,597 | 00 | | |
| " Balance, 31st December, 1860..... | | 8,780 | 42 | | |
| | | | | \$131,513 | 63 |

DAVID BUCHAN,

Bursar.

BURSAR'S OFFICE,
Toronto, 31st December, 1860.

No. 2.—UNIVERSITY AND COLLEGES AT TORONTO.—Receipts and Expenditure on account of the Income Fund for the year 1860; shewing the total amount received on account of the University and Colleges at Toronto generally, and the amount expended on account of the University of Toronto and University College respectively. (*Printed in Abstract.*)

| RECEIPTS. | | EXPENDITURE. | | University. | | University College. | |
|---|----------|--------------|------------------------------------|-------------|------|---------------------|------|
| | \$ | cts. | | \$ | cts. | \$ | cts. |
| Interest on purchase money..... | 18,624 | 81 | Balance 31st December, 1859..... | 7,070 | 00 | 19,007 | 17 |
| " " Invested property..... | 2,739 | 32 | Bursar's office..... | 133 | 66 | | |
| " " Debentures..... | 22,071 | 41 | Stationery..... | 105 | 20 | | |
| " " Loans..... | 3,757 | 31 | Fuel..... | 19 | 25 | | |
| " Bank balances..... | 70 | 07 | Insurance..... | 384 | 00 | | |
| " Rent of several lots..... | 1,971 | 40 | Incidental expenses..... | 193 | 46 | | |
| " Medical school..... | 360 | 00 | Salaries (University)..... | 3,210 | 00 | 3,210 | 00 |
| " Fees on Deeds and Transfers, &c..... | 313 | 74 | Salaries (University College)..... | 25,080 | 00 | | |
| " Dividend on Bank Stock..... | 155 | 40 | do do..... | 4,104 | 80 | | |
| " Law costs repaid..... | 362 | 70 | Examiners..... | | | 32,394 | 80 |
| " Matriculation fees and Graduation fees..... | 601 | 00 | Scholarships..... | | | 1,760 | 00 |
| " Postage returned..... | 0 | 97 | Printing and Stationery..... | 3,480 | 00 | 5,513 | 29 |
| " Bonrtr fees..... | 3,861 | 84 | Prizes and Medals..... | | | 1,418 | 39 |
| " Proceeds of sale of frame building at- tached to Medical School..... | 200 | 00 | Fuel..... | | | 881 | 10 |
| " Amount transferred from grounds acct No. 3, on 31st March, 1861..... | 437 | 18 | Gas and water..... | | | 3,029 | 08 |
| " Share of joint management from Upper Canada College, for 1859..... | 1,504 | 00 | Taxes..... | | | 451 | 36 |
| " do do for 1860..... | 2,106 | 00 | Law costs..... | | | 737 | 52 |
| | | | Advertising..... | | | 1,339 | 72 |
| Balance, 31st Dec., 1860..... | 59,083 | 24 | Residences (supplies, &c.,)..... | | | 372 | 45 |
| | 28,201 | 70 | Outfit, furnishing, &c..... | | | 2,988 | 62 |
| | | | Buildings (Horse, &c.,)..... | | | 1,764 | 41 |
| | | | Insurances..... | | | 416 | 88 |
| | | | Old buildings (Park)..... | | | 675 | 00 |
| | | | Incidental expenses..... | | | 74 | 65 |
| | | | Grounds..... | | | 824 | 28 |
| | | | Interest on Bank balances..... | | | 1,207 | 61 |
| | | | Interest on Loans..... | | | 28 | 93 |
| | | | Interest on Debentures..... | | | 341 | 53 |
| | | | Commission and Brokerage..... | | | 76 | 47 |
| | | | Re-appropriation..... | | | 220 | 95 |
| | \$87,255 | 03 | | | | \$87,255 | 03 |
| | | | | | | \$19,964 | 57 |
| | | | | | | \$88,580 | 17 |

No. 3.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of MONIES IN DEPOSIT, 1860.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|---|--|-------|------|---------|------|
| To Balance, 31st December, 1859..... | | 3,638 | 13 | | |
| " Amount received in deposit..... | | 3,522 | 89 | | |
| | | | | \$7,161 | 07 |
| APPROPRIATIONS. | | | | | |
| By Amount placed to account and returned..... | | 4,321 | 59 | | |
| " Balance, 31st December, 1860..... | | 2,839 | 48 | | |
| | | | | \$7,161 | 07 |

No. 4.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of the OBSERVATORY, for 1860.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|--|--|-------|------|---------|------|
| To Balance, 31st December, 1859..... | | 408 | 98 | | |
| " Amount of warrant on Receiver General..... | | 4,800 | 00 | | |
| | | | | \$5,208 | 98 |
| EXPENDITURE. | | | | | |
| Salaries..... | | 3,826 | 00 | | |
| Fuel..... | | 209 | 93 | | |
| Stationery..... | | 213 | 81 | | |
| Insurance..... | | 40 | 50 | | |
| Incidental expenses..... | | 637 | 95 | | |
| Fences, &c., transferred from grounds account, No. 3, as per Vice-Chancellor's letter, 20th January, 1860..... | | 62 | 56 | | |
| Balance, 31st December, 1860..... | | 198 | 23 | | |
| | | | | \$5,208 | 98 |

No. 5.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of THE MUSEUM APPROPRIATION, for 1860.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|--|--|-------|------|---------|------|
| To Balance, 31st December, 1859..... | | 3,549 | 94 | | |
| | | | | \$3,549 | 94 |
| EXPENDITURE. | | | | | |
| By Amount paid by Rev. Wm. Hincks, for cork..... | | | 6 00 | | |
| " Balance, 31st December, 1860..... | | 3,543 | 94 | | |
| | | | | \$3,549 | 94 |

No. 6.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of THE LIBRARY APPROPRIATION, for 1860.

| RECEIPTS. | | | \$ | cts. | \$ | cts. |
|---|--|--|-------|------|-------|------|
| To Balance, 31st December, 1859..... | | | 742 | 48 | | |
| " Am't appropriated from Permanent Fund, by Resolution of Senate..... | | | 5,000 | 00 | | |
| | | | | | 5,742 | 48 |

| Date. | EXPENDITURE. | | \$ | cts. | \$ | cts. |
|---------------|----------------------------|--|-----|------|----|------------|
| | To whom Paid. | Service. | | | | |
| Jan. 27..... | Thomas Wheeler..... | Seal for Library..... | | | | 5 00 |
| Jan. 14..... | Rev. A. Lorimer, Librarian | Express charges and duties..... | 29 | 09 | | |
| Feb. 21..... | do do do | do do do | 21 | 04 | | |
| Nov. 13..... | do do | Petty expenses..... | 49 | 00 | | |
| | | | | | | 90 13 |
| Jan. 16..... | J. C. Geckie..... | Books | 13 | 88 | | |
| April 7..... | do | do | 6 | 60 | | |
| do | do | do | 7 | 50 | | |
| | | | | | | 27 08 |
| March 17..... | J. Rolston..... | Sundries | | | | 2 75 |
| Oct. 5..... | Wm. Kerwin..... | Map..... | | | | 4 00 |
| Jan. 12..... | H. Baillière..... | Books \$16, Draft 25 cents..... | | | | 15 25 |
| Jan. 21..... | Brown Bros..... | Binding Books..... | 191 | 75 | | |
| Nov. 1..... | do | do do | 121 | 80 | | |
| | | | | | | 313 55 |
| March 16..... | Jaques & Hay..... | Library fittings..... | | | | 860 34 |
| Jan. 10..... | Bank of Upper Canada..... | Amount paid through it to E. G. Allen, of London, England, for Books, and all expenses attending forwarding from London to New York..... | 299 | 89 | | |
| Feb. 6..... | do do do | do do do | 156 | 27 | | |
| July 31..... | do do do | do do do | 236 | 38 | | |
| Dec. 26..... | do do do | do do do | 216 | 85 | | |
| | | | | | | 909 39 |
| | | | | | | \$2,228 39 |
| | | Balance, 31st December, 1860..... | | | | 3,514 09 |
| | | | | | | \$5,742 48 |

No. 7.—UNIVERSITY OF TORONTO.—The Receipts and Expenditure on account of THE BUILDING APPROPRIATION, for 1860.

| RECEIPTS. | | | \$ | cts. | \$ | cts. |
|---|--|--|----|------|----------|------|
| To amount appropriated from Permanent Fund as per order in Council..... | | | | | 54,927 | 96 |
| | | | | | \$54,927 | 96 |

| Date. | EXPENDITURE. | | \$ | cts. | \$ | cts. |
|---------------|-------------------|---|-------|------|----|------------|
| | To whom Paid. | Service. | | | | |
| Jan. 9..... | Geo. Harding..... | Gas fittings..... | 500 | 00 | | |
| March 29..... | do | do | 1,059 | 12 | | |
| | | | | | | 1,559 12 |
| Jan. 13..... | Wm. Midford..... | Iron castings..... | 100 | 00 | | |
| March 21..... | do | Sundry work..... | 22 | 25 | | |
| May 3..... | do | Iron castings..... | 291 | 54 | | |
| do | do | Bal. of contract for iron castings..... | 962 | 96 | | |
| | | | | | | 1,376 75 |
| | | Amount carried forward..... | | | | \$2,935 87 |

No. 7.—(Continued.)—UNIVERSITY OF TORONTO.—BUILDING APPROPRIATION.

| Date. | EXPENDITURE. | | \$ | cts. | \$ | cts. |
|--------------|-----------------------------|--|-------|------|----------|------|
| | To whom Paid. | Service. | | | | |
| | Amount brought forward..... | | | | 2,935 | 37 |
| Jan. 16.... | W. H. Pim..... | Acc't contract, Carpenter's work... | 800 | 00 | | |
| Aug. 8.... | Estate do | In full of contract..... | 561 | 42 | | |
| Feb. 9.... | Metropolitan Water Co... | Laying water main..... | | | 1,361 | 42 |
| Aug. 6.... | Consumers Gas Comp'y... | In full of contract, Gas pipes, &c. | | | 1,059 | 88 |
| May 8.... | Thomson, Keith & Co... | Account contract for Steam fittings. | 1,000 | 00 | 1,063 | 90 |
| April 24.... | do do | do do do | 1,271 | 17 | | |
| Aug. 6.... | do do | In full of do do | 2,500 | 60 | | |
| Jan. 17.... | The Colonist..... | Advertising for Tenders..... | | | 4,771 | 17 |
| | Edwin Taylor..... | Superintending works and expen- diture on Quadrangle and Ter- races (transferred from grounds account No. 8, as per V.-Chan- cellor's letter, 20th Jan., 1860... | | | 4 | 60 |
| Aug. 6.... | Ridout Bros. & Co..... | In full of contract (Grates, &c.)..... | | | 677 | 82 |
| Aug. 6.... | Jaques & Hay..... | do | | | 1,295 | 76 |
| Aug. 6.... | Alexander Hamilton..... | do (Painting, &c.)..... | | | 603 | 15 |
| Aug. 6.... | W. Bullock..... | do do | | | 1,278 | 75 |
| Aug. 6.... | J. McCausland | In full of contract..... | | | 927 | 33 |
| Aug. 6.... | Worthington Bros..... | do | | | 343 | 00 |
| Aug. 6.... | Cumberland & Storm..... | In full of advertising in daily pap'r's | | | 38,553 | 26 |
| Aug. 6.... | Henry Rowsell..... | In full of Stationery contract..... | | | 32 | 13 |
| | | | | | 7 | 95 |
| | | | | | \$54,927 | 86 |

No. 8.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account of THE GROUNDS APPROPRIATION, for 1860.

| RECEIPTS. | | \$ | cts. | \$ | cts. |
|--|--|-----|------|-------|------|
| To amount transferred to Building Appropriation, account No. 7, as per Vice-Chancellor's letter, 20th January, 1860..... | | 677 | 82 | | |
| To amount transferred to Observatory, account No 4, as per do | | 82 | 56 | | |
| To amount appropriated from Income Fund by Resolution of Senate..... | | 800 | 00 | | |
| | | | | 1,560 | 38 |

| Date. | EXPENDITURE. | | \$ | cts. | \$ | cts. |
|-------------|--|--|-----|------|---------|------|
| | To whom Paid. | Service. | | | | |
| Jan. 25.... | Robert Mitchell..... | Making a Road..... | | | 10 | 00 |
| Jan. 11.... | J. Greenlees..... | Planking across a Creek..... | | | 50 | 87 |
| | Edwin Taylor..... | Paid by him for labor..... | 30 | 00 | | |
| | do | Commission for superintending work on grounds..... | 202 | 33 | | |
| | James Stephens..... | Paid by him for labor during quar- ter ended 30th June..... | 207 | 24 | 232 | 33 |
| | do | do 30th September..... | 395 | 31 | | |
| | do | do 31st December..... | 221 | 73 | | |
| | | | | | 824 | 28 |
| | | | | | 1,147 | 48 |
| | Am't transferred to credit of In. fund, acc't No 2, Mch. 31, '60 | | 437 | 18 | | |
| | Less, Balance 31st Dec., 1860, charged to same account..... | | 24 | 28 | | |
| | | | | | 413 | 90 |
| | | | | | \$1,560 | 38 |

No. 9.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account
of THE APPROPRIATION FUND, for 1860.

| RECEIPTS. | | \$ | cts. |
|--|--|-------|------|
| To Balance of amount appropriated for the improvement of Port Hope and Port Stanley Properties, 31st December, 1859..... | | 2,287 | 81 |
| EXPENDITURE. | | | |
| By Balance, 31st December, 1860..... | | 2,287 | 81 |

No. 10.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account
of THE SURPLUS INCOME FUND, for 1860.

| RECEIPTS. | | \$ | cts. |
|--|--|----------|------|
| To Balance, 31st December, 1859..... | | 27,691 | 95 |
| EXPENDITURE. | | | |
| By amount paid Upper Canada College, by order in Council, equivalent for Parliamentary grant | | 4,444 | 42 |
| By Balance, 31st December, 1860..... | | 23,247 | 53 |
| | | \$27,691 | 95 |

No. 11.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account
of THE MUSEUM FITTINGS APPROPRIATION, for 1860.

| RECEIPTS. | | \$ | cts. |
|--|--|---------|------|
| To Balance, 31st December, 1859..... | | 530 | 00 |
| To amount of appropriation from Permanent Fund, by resolution of Senate..... | | 750 | 00 |
| | | \$1,280 | 00 |
| EXPENDITURE. | | | |
| By amount paid Jaques & Hay, for Fittings..... | | 1,243 | 96 |
| By Balance transferred to Permanent Fund, account No. 1..... | | 36 | 04 |
| | | \$1,280 | 00 |

No. 12.—UNIVERSITY OF TORONTO.—Receipts and Expenditure on account
of THE DIRECTORS' RESIDENCE APPROPRIATION, 1860.

| RECEIPTS. | | \$ | cts. |
|--------------------------------------|--|----|------|
| To Balance, 31st December, 1859..... | | 91 | 83 |
| EXPENDITURE. | | | |
| By Balance, 31st December, 1860..... | | 91 | 83 |

UPPER CANADA COLLEGE.—Statement of the number of acres of land which have been sold from the period of the Original Endowment to the 31st December, 1860; shewing the total amount of sales, the amount received, the amount unpaid, also the average price per acre.

| Original Endowment—63,264 Acres. | No. of Acres. | Acres sold. | Acres unsold. | Amount of Sales. | | Amount received. | | Am't unpaid. | | REMARKS. |
|---|---------------|---|-------------------------|--|---------------------|----------------------|--|--------------|------|----------|
| | | | | \$ | cts. | \$ | cts. | \$ | cts. | |
| Endowment as per return to 31st December, 1859..... | 63,439 2 00 | 48,099 2 32 472 2 00 390 2 00 333 0 00 526 0 00 | 15,339 3 08 | 259,486 56 3,465 00 2,433 50 2,394 00 2,775 00 | 136,322 48 | 126,164 08 | Sales during quarter ended 31st March. do do do 30th June. do do do 30th Sept. do do do 31st Dec. | | | |
| | 9 0 00 | 49,721 2 32 | 13,717 3 08 9 0 00 | 270,477 06 | 144,447 94 | 126,023 12 | Sale 410, loss on survey. | | | |
| | 63,430 2 00 | 49,721 2 32 | 13,708 3 08 | 630 00 | | 630 00 | Sale 347, cancelled. | | | |
| | | 100 0 00 | 100 0 00 | 209,847 06 450 00 | 144,447 94 | 125,399 12 450 00 | " 270, " | | | |
| | | 49,621 2 32 100 0 00 | 13,808 3 08 100 0 00 | 269,397 06 225 00 | 144,447 94 | 124,949 12 225 00 | " 231, " | | | |
| | | 49,421 2 32 100 0 00 | 14,008 3 08 100 0 00 | 269,172 06 225 00 | 144,447 94 | 124,724 12 225 00 | " 235, " | | | |
| | | 49,321 2 32 | 14,108 3 08 | 268,947 06 | 144,447 94 18 38 | 124,490 12 18 38 | Sale 222, re-appropriation. | | | |
| | 63,430 2 00 | 49,321 2 32 | 14,108 3 08 | \$208,947 06 | \$144,490 83 | \$124,456 23 | Average price per acre, \$5 45. | | | |
| | | | | \$28,523 00 | \$13,453 28 | \$15,069 72 | Per return 31st December, 1859. | | | |

Block D, City of Toronto, is also part of the endowment, containing 5 1/2 acres, divided into building lots. Also, Block A, in the said city, called Russell Square, containing 9 acres, which is the site of the College Buildings. Block D is divided into 46 building lots, of which 41 have been sold, and 4 deeded to Trustees of Toronto Grammar School, free.

BURMAN'S OFFICE, Toronto, 31st December, 1860.

DAVID BUCHAN, Barrister.

UPPER CANADA COLLEGE.—Statement of Capital invested, and amount expended by the College from its commencement, to the 31st Dec., 1860.

| | \$ | cts. |
|---|-----------|------|
| Capital invested to 31st December, 1859, as shown in return to Parliament to that date..... | 157,851 | 98 |
| Less, Investments returned per account No. 1—Debentures redeemed, \$4,000..... | 4,000 | 00 |
| | \$153,851 | 98 |
| Amount expended to 31st December, 1859, as shown in return to Parliament to that date..... | \$580,936 | 84 |
| Amount expended to 31st December, 1860, as per account No 2..... | 29,809 | 32 |
| | 610,746 | 16 |
| | \$764,598 | 14 |

No. 1.—UPPER CANADA COLLEGE.—Receipts and Expenditure on account of THE PERMANENT FUND, for 1860.

| RECEIPTS. | | \$ | cts. |
|--|--|----------|------|
| To Balance, 31st December, 1859..... | | 9,253 | 73 |
| " Amount received on account of Purchase money..... | | 11,044 | 81 |
| " " " Debentures redeemed..... | | 4,000 | 00 |
| " Balance at credit of Porter's Lodge Appropriation, transferred..... | | 18 | 42 |
| " Re-appropriation account \$10, 3 Ekfrid, S. S. W. R., as purchase money instead of interest..... | | 80 | 65 |
| | | \$24,397 | 61 |
| EXPENDITURE. | | | |
| By Balance, 31st December, 1860..... | | \$24,397 | 61 |

No. 2.—UPPER CANADA COLLEGE.—Receipts and Expenditure on account of INCOME FUND, for the quarter ended 31st December, 1860. *Abstract.*

| RECEIPTS. | | \$ | cts. |
|---|--|----------|------|
| To amount received on account of interest on Purchase money..... | | 7,573 | 02 |
| " " " " Loans..... | | 1,558 | 93 |
| " " " " Debentures..... | | 2,028 | 00 |
| " " " " Bank balances..... | | 259 | 36 |
| " " " " Tuition fees..... | | 4,532 | 90 |
| " " " " Board dues..... | | 7,121 | 00 |
| " " " from Dr. Barrett as his proportion of expenses of Boarding House, for the year 1860..... | | 400 | 00 |
| " " " on account fees on Transfer Deeds, &c..... | | 98 | 77 |
| " " " " Rent of leased lots..... | | 79 | 25 |
| " " " " Taxes repaid..... | | 17 | 96 |
| " " " from University of Toronto from surplus Income Fund, equivalent to annual Parliamentary grant, as per order in Council..... | | 4,444 | 42 |
| " " " on account of Postage repaid..... | | 00 | 35 |
| " " " " Law costs repaid..... | | 106 | 63 |
| " " " " Rent of Bursar's office..... | | 334 | 00 |
| | | \$28,604 | 59 |

No. 2.—(Continued.)—UPPER CANADA COLLEGE.

| EXPENDITURE. | | \$ | cts. |
|-----------------------------------|--|-----------------|-----------|
| Balance due, 31st Dec., 1859..... | | 6,072 | 29 |
| Salaries..... | | 14,245 | 78 |
| Pensions..... | | 1,900 | 00 |
| Examiners..... | | 60 | 00 |
| Exhibitions..... | | 260 | 00 |
| Prizes..... | | 371 | 06 |
| Advertising..... | | 80 | 66 |
| Insurances..... | | 140 | 00 |
| Stationery..... | | 251 | 02 |
| Fuel..... | | 145 | 75 |
| Law costs..... | | 332 | 24 |
| Taxes..... | | 420 | 31 |
| Repairs..... | | 529 | 24 |
| Share of Joint management..... | | 3,610 | 00 |
| Incidental expenses..... | | 332 | 70 |
| Resident School House..... | | 7,130 | 64 |
| Re-appropriation..... | | 30 | 65 |
| | | \$35,062 | 26 |
| Balance, 31st December, 1860..... | | \$7,357 | 67 |

No. 3.—UPPER CANADA COLLEGE.—Receipts and Expenditure on account of MONIES IN DEPOSIT, for 1860.

| RECEIPTS. | | \$ | cts. |
|--------------------------------------|--|--------------|-----------|
| To Balance, 31st December, 1859..... | | 2 | 00 |
| " Amount received in deposit..... | | 691 | 54 |
| | | \$693 | 54 |
| APPROPRIATIONS. | | | |
| By amount placed to account..... | | 456 | 74 |
| " Balance, 31st December, 1860..... | | 236 | 80 |
| | | \$693 | 54 |

No. 4.—UPPER CANADA COLLEGE.—Receipts and Expenditure on account of THE PORTER'S LODGE APPROPRIATION, for 1860.

| RECEIPTS. | | \$ | cts. |
|--|--|-------------|-----------|
| To Balance, 31st December, 1859..... | | 66 | 10 |
| EXPENDITURE. | | | |
| By Amount paid Cumberland & Storm, commission as Architects superintending erection of Porter's Lodge..... | | 47 | 68 |
| " Balance transferred to Permanent Fund..... | | 19 | 42 |
| | | \$66 | 10 |

DAVID BUCHAN,
Bursar.

BURSAR'S OFFICE,
Toronto, 31st December, 1860.

RAILWAY RETURNS.

No. 1.—NORTHERN RAILWAY OF CANADA.

Monies Received, 1861:

| | | |
|-----------------------------------|----|--------------|
| From Through Freight Traffic..... | \$ | 48,432 41 |
| “ Local do | | 260,434 98 |
| “ Passenger do | | 94,072 06 |
| “ Mail Service..... | | 3,454 22 |
| “ All other sources..... | | 4,545 34 |
| Total Receipts..... | | \$410,939 91 |

Monies Expended, 1861:

| | | |
|-------------------------------------|----|------------|
| In maintaining Roadway..... | \$ | 74,031 76 |
| On Machinery and Rolling Stock..... | | 39,561 60 |
| On Operating Road..... | | 153,740 09 |
| On Through Traffic Expense..... | | 11,665 35 |
| Total Expenditure..... | | 278,968 80 |

Excess of Receipts over Expenditure..... \$131,971 11

I, Thomas Hamilton, of the City of Toronto, Chief Accountant to the Northern Railway of Canada, make oath and say, that the above Statement of Monies received and expended for the year ending 31st December, 1861, is, to the best of my knowledge and belief, true and correct. So help me God.

THOMAS HAMILTON,

Accountant.

Sworn before me, this fourth day of April, 1862. }

RICE LEWIS, J. P.

STATEMENT of Tonnage, Northern Railway of Canada, 1861.

| Description of Freight. | Tons moving North. | | Tons moving South. | |
|-------------------------|---------------------------|------------------------|-----------------------------|----------------------------|
| | Local. | Through | Local. | Through. |
| First Class | 557 $\frac{1656}{2000}$ | | 1,042 $\frac{1621}{2000}$ | |
| Second Class..... | 5,096 $\frac{312}{2000}$ | | 1,137 $\frac{152}{2000}$ | |
| Third Class..... | 4,851 $\frac{663}{2000}$ | 809 $\frac{864}{2000}$ | 2,555 $\frac{584}{2000}$ | 494 $\frac{1859}{2000}$ |
| Flour | 62 $\frac{64}{2000}$ | | 11,022 $\frac{1068}{2000}$ | 6,152 $\frac{1520}{2000}$ |
| Wheat | 223 $\frac{1671}{2000}$ | | 17,647 $\frac{825}{2000}$ | 9,573 $\frac{1260}{2000}$ |
| Corn | | | | 7,193 $\frac{344}{2000}$ |
| Beef and Pork..... | | | | 938 $\frac{720}{2000}$ |
| Various..... | 1,396 $\frac{497}{2000}$ | | 75,000 | |
| Total..... | 12,187 $\frac{893}{2000}$ | 809 $\frac{864}{2000}$ | 108,405 $\frac{2551}{2000}$ | 24,352 $\frac{1708}{2000}$ |

| | |
|---|----------------|
| Passengers ticketed from Stations | 81,016 |
| “ Paying on the Cars..... | 12,232 |
| “ Free and for Construction..... | 7,370 |
| Total | 100,618 |

I, Samuel Skelton, of the City of Toronto, Superintendent's Clerk of the Northern Railway of Canada, make oath and say, that the above Statement of Tonnage along the said Railway for the year ending 31st December, 1861, is, to the best of my knowledge and belief, true and correct. So help me God.

Sworn before me, this fourth day of April, 1862.

SAMUEL SKELTON.

RICE LEWIS, J. P.

No. 2.—MONTREAL AND CHAMPLAIN RAILROAD.

| Receipts. | Expenditure. | Tonnage. | Passengers |
|--------------|--------------|----------|------------|
| \$213,706 63 | \$123,247 26 | 58,601. | 137,029 |

Montreal, 29th March, 1862.

G. IRVING,

Accountant.

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

Sworn before me, at Montreal, this second day of April, 1862.

G. IRVING,

Accountant.

JOHN JORDAN, J. P.

STATEMENT OF THE AFFAIRS OF THE RICHELIEU COMPANY.

MONTREAL, 31st January, 1862.

| | | |
|---|--------------|---------------------|
| Receipts..... | \$253,185 14 | |
| Expenditure | 170,624 19 | |
| Net Profit..... | | \$ 82,560 95 |
| Amount of Reserve Fund, 5th February, 1861..... | 41,578 04 | |
| By sale of Steamer "Fashion"..... | 4,000 00 | 45,578 04 |
| | | 128,138 99 |
| Amount paid on account of new steamer "Montreal"..... | 67,207 00 | |
| Amount of Dividend paid to Shareholders, 13th Feb. 1862.... | 34,280 00 | 101,487 00 |
| | | 26,651 99 |
| Accounts due by the Richelieu Company..... | 5,546 31 | |
| Amount paid to Shareholders, 13th February..... | 34,280 00 | 39,826 31 |
| | | 66,478 30 |
| By amount of Cash in hand, open accounts, notes receivable and small accounts due to the Richelieu Company..... | | 66,478 30 |

J. F. SINCENNES,

President.

Sworn before me, this first day of May, 1862. }
J. B. LAME RE, J. P. }

RETURN

TO AN ADDRESS of the Legislative Assembly, dated 8th April, 1862;
for Statement of Affairs of the Grand Trunk Railway Company of
Canada.

By Command.

C. ALLEYN,

Secretary.

SECRETARY'S OFFICE,

10th May, 1862.

CITY OF MONTREAL, }
in the }
Province of Canada. }

Joseph Elliott, the Secretary and Treasurer of the Grand Trunk Railway Company of Canada, came before me this day, and made oath that to the best of his knowledge and belief, the the accompanying Statement, of Accounts of the Grand Trunk Railway Company, to the twenty-ninth day of June, 1861, are correct.

JOSEPH ELLIOTT.

Sworn before me at Montreal, this 22nd day of April, 1862.

CHARLES A. TERROUX, *J. P.*

This General Balance Statement was sworn and re-acknowledged before me, at Montreal, this fourteenth day of May, 1862.

CHARLES A. TERROUX, *J. P.*

GRAND TRUNK RAILWAY COMPANY OF CANADA.

GENERAL BALANCE.—29th June, 1861.

| | \$ | cts. | \$ | cts. | \$ | cts. | |
|---|--------------|------|-----------|------|-----------|------|----|
| Interest paid on Capital, and on Loans, &c., to 30th June, 1860, taken at the date of the completion of Line. (Note.—The interest on the Atlantic & St. Lawrence Shares and Debentures, included in the Atlantic & St. Lawrence Lease Account, is charged to Revenue) | 1,608,054 | 95 | | | | | |
| Interest paid since completion of Line, as above..... | 70,935 | 48 | | | | | |
| Unpaid Interest Debenture Capital, London, and unpaid Interest Warrants on Stock and Debentures..... | | | 8,756,657 | 16 | | | |
| ditto ditto Canada..... | | | 548,251 | 88 | | | |
| General Interest Account, Canada..... | | | 1,678,900 | 43 | | | |
| Discount on Bills, London..... | 357,002 | 56 | | | | | |
| Discount on sale of Atlantic & St. Lawrence Shares..... | 289,797 | 04 | | | | | |
| Balance at debit of Revenue Account, 31st Dec., 1860..... | 3,990 | 67 | | | | | |
| ditto for half-year ending 29th June, 1861..... | 924,088 | 75 | | | | | |
| Toronto Bonds Conversion account..... | 130,444 | 91 | 1,055,113 | 66 | | | |
| Atlantic & St. Lawrence Shares in hand..... | 158,166 | 65 | 32,491 | 40 | | | |
| Atlantic & St. Lawrence Debentures..... | 36,500 | 00 | | | | | |
| Toronto City Debentures..... | 229,706 | 67 | | | | | |
| Unissued Provincial Debentures..... | 9,441 | 33 | | | | | |
| Cash at Bankers..... | 183,846 | 60 | | | | | |
| Petty Cash..... | 9 | 48 | | | | | |
| Stores in hand..... | 331,184 | 13 | | | | | |
| Fuel in hand..... | 223,170 | 89 | | | | | |
| Outstanding Traffic accounts, including postal revenue hypothecated..... | \$633,435.49 | | | | | | |
| Less, Cash accounted for in London on Through Traffic account 113,053.66 | | | | | | | |
| | 520,381 | 83 | | | | | |
| Balance at credit of Capital Account..... | | | | | 2,091,555 | 59 | |
| Bills payable outstanding, London..... | | | | | 2,572,347 | 13 | |
| ditto ditto Canada, to 30th June, 1860, subsequent Bills included in Private Credits..... | | | | | 134,002 | 18 | |
| Loans on Securities and otherwise..... | | | | | | | |
| Special Loans from Canadian Government..... | | | | | | | |
| Private credits on Stores, Fuel, Engineering, Stationery, and Miscellaneous Disbursement Schedules..... | | | | | | | |
| Private Credits per General Account..... | | | | | | | |
| Credits per Montreal Paymaster's and Port and Treasurer's Accounts..... | | | | | | | |
| Wages, less Fuel and Rents per Montreal Paymaster's account..... | | | | | 97,006 | 36 | |
| Wages, Stores and Fuel, per Portland Treasurer's Account..... | | | | | 66,044 | 70 | |
| Due the Freight Department for carriage of Stores and Fuel..... | | | | | | | |
| Atlantic and St. Lawrence Rent in arrear—London..... | | | | | 91,080 | 20 | |
| ditto ditto Canada..... | | | | | 17,673 | 00 | |
| Detroit and Port Huron Company, on their Lease Account..... | | | | | | | |
| Interest in arrear, Debenture Capital, London, and Interest Warrants on Stock and Debentures unpaid..... | | | | | 1,608,054 | 95 | |
| Canada..... | | | | | 70,935 | 48 | |
| Profit and Loss Account..... | | | | | | | |
| | | | | | | 891 | 47 |
| | | | | | 1,678,900 | 43 | |
| | | | | | | | |
| | | | | | 21,330 | 49 | |
| | | | | | 108,733 | 20 | |
| | | | | | 325,051 | 95 | |
| | | | | | | | |
| | | | | | 1678,900 | 43 | |
| | | | | | | | |
| | | | | | | 891 | 47 |

| | | | | | | | |
|---|--------------|--------------|----|--|--|--------------|----|
| Amount in hands of Provincial agent, on account of Three Rivers and Athabaska Line..... | \$409,225.83 | | | | | | |
| Less paid the contractors on account..... | 160,000.00 | | | | | | |
| On account of Subsidary Lines..... | | 240,225 | 83 | | | | |
| Portland Sinking Fund..... | | 327,770 | 00 | | | | |
| Calls in arrear, Debenture Capital, London..... | | 230,250 | 00 | | | | |
| Due from sundries..... | | 21,311 | 13 | | | | |
| Suspense account..... | | 112,627 | 82 | | | | |
| Advances (repayable) to Detroit and Port Huron Company..... | | 3,926 | 53 | | | | |
| Advances to River du Loup Section, represented by Stores, Fuel, &c..... | | 13,960 | 19 | | | | |
| | | 6,148 | 00 | | | | |
| | | 2,668,117 | 17 | | | | |
| | | \$15,385,414 | 97 | | | | |
| | | | | | | \$15,385,414 | 97 |

JOSEPH ELLIOTT,
Secy. and Treasurer.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

CAPITAL ACCOUNT—29th June, 1861.

| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
|---|------------|------|------------|------|----|------|------------|------|
| Eastern Division 362 miles. | | | | | | | | |
| Engineering..... | 547,803 | 53 | | | | | | |
| Works and permanent Way..... | 12,850,124 | 68 | | | | | | |
| Stations, Buildings, and Offices..... | 1,152,777 | 37 | | | | | | |
| Miscellaneous Stock..... | 70,282 | 02 | | | | | | |
| Electric Telegraph..... | 30,682 | 25 | | | | | | |
| General Expenses..... | 905,594 | 00 | | | | | | |
| Victoria Bridge 2 miles. | | | 15,557,324 | 51 | | | | |
| Engineering..... | | | 6,599,300 | 68 | | | | |
| Central Division 332 miles. | | | | | | | | |
| Engineering..... | 373,447 | 42 | | | | | | |
| Works and permanent Way..... | 14,353,990 | 04 | | | | | | |
| Stations, Buildings, and Offices..... | 1,689,218 | 68 | | | | | | |
| Miscellaneous Stock..... | 32,732 | 64 | | | | | | |
| Electric Telegraph..... | 24,485 | 80 | | | | | | |
| General Expenses..... | 731,077 | 54 | | | | | | |
| Western Division 190 miles. | | | 17,203,958 | 21 | | | | |
| Engineering..... | 220,418 | 58 | | | | | | |
| Works and permanent Way..... | 7,578,955 | 70 | | | | | | |
| Stations, Buildings, and Offices..... | 697,513 | 07 | | | | | | |
| Miscellaneous Stock..... | 24,769 | 25 | | | | | | |
| Electric Telegraph..... | 13,576 | 90 | | | | | | |
| General Expenses..... | 150,042 | 64 | | | | | | |
| Compensation to Contractors..... | 121,900 | 67 | | | | | | |
| Lands and Land Damages | | | 9,807,542 | 81 | | | | |
| Rolling Stock: | | | 212,062 | 03 | | | | |
| Locomotive Stock..... | 2,387,934 | 76 | | | | | | |
| Passenger Car Stock..... | 481,511 | 52 | | | | | | |
| Merchandise Stock..... | 1,935,376 | 09 | | | | | | |
| Portland Division—Leased Line—149 miles. | | | 4,810,022 | 37 | | | | |
| Engineering..... | 10,752 | 35 | | | | | | |
| Works and permanent Way..... | 942,985 | 27 | | | | | | |
| Consolidated Stock: | | | | | | | | |
| Shares consolidated into Stock..... | | | | | | | 13,503,649 | 00 |
| Share Account: | | | | | | | | |
| Shares not yet consolidated..... | | | | | | | 14,438 | 48 |
| Received on forfeited Shares..... | | | | | | | 6,716 | 00 |
| Debtenture Capital: | | | | | | | | |
| Montreal City Debentures..... | 400,000 | 00 | | | | | | |
| Island Pond Debentures..... | 438,000 | 00 | | | | | | |
| British American Land Co.'s Debentures..... | 100,000 | 00 | | | | | | |
| Montreal Seminary Debentures..... | 100,000 | 00 | | | | | | |
| Quebec and Richmond Debentures..... | | | 1,033,000 | 00 | | | | |
| | | | 480,000 | 67 | | | | |
| Grand Trunk Debentures: | | | | | | | | |
| 6 per cent. Ordinary Debentures..... | | | 2,433,333 | 33 | | | | |
| 7 per cent. Debentures, due 1862..... | | | 2,433,333 | 33 | | | | |
| “ “ “ “ 1872..... | | | 2,288,212 | 37 | | | | |
| Amount received on Unissued Company's Debentures, allotted with Forfeited Shares, and on Debenture Certificates: | | | | | | | | |
| Company's..... | | | 17,763 | 34 | | | | |
| Government..... | | | 17,763 | 34 | | | | |
| Preference Debenture Capital: | | | | | | | | |
| First Preference Debentures..... | | | 35,520 | 68 | | | | |
| Second Preference Debentures..... | | | 9,733,333 | 33 | | | | |
| Third Preference Debentures..... | | | 4,006,262 | 23 | | | | |
| Provincial Debentures: | | | | | | | | |
| Amount of the Provincial Debentures issued on account of the Grand Trunk Railway..... | | | 11,050,800 | 00 | | | | |

| | | | | | | | | |
|---|-----------|----|--------------|----|--|--|--|--|
| Stations, Buildings, and Offices..... | 362,088 | 19 | | | | | | |
| Miscellaneous Stock..... | 7,128 | 51 | | | | | | |
| Electric Telegraph..... | 6,467 | 47 | | | | | | |
| General Expenses..... | 118,641 | 07 | | | | | | |
| Rolling Stock..... | 161,752 | 07 | | | | | | |
| Lands in Portland Division..... | 7,666 | 75 | | | | | | |
| Sundries: | | | | | | | | |
| Steam Ferry-Boat and Barges..... | 283,031 | 05 | | | | | | |
| Advanced in Canada on Three Rivers and Arthabaska Branch, including \$100,000 transferred from "Special Loan, Provincial Government," to Credit of "Deposited Fund," in General Balances..... | 357,738 | 49 | | | | | | |
| Expended on works of Detroit Line—Balance..... | 3,523 | 48 | | | | | | |
| &c., of ditto..... | 12,681 | 50 | | | | | | |
| Subscription to St. Lawrence Warehouse and Dock Company..... | 123,000 | 00 | | | | | | |
| Port Hope Railway Junction..... | 4,013 | 56 | | | | | | |
| Montreal Extension Survey..... | 1,051 | 96 | | | | | | |
| River du Loup and Woodstock Survey..... | 1,251 | 00 | | | | | | |
| Balance of Lands and Building at Sarnia, with Survey..... | 45,821 | 85 | | | | | | |
| St. Lawrence and Champlain Junction..... | 1,702 | 27 | | | | | | |
| London Office Expenses..... | | | | | | | | |
| Less, Transfer Fees..... | 4,023 | 33 | | | | | | |
| Balance at Credit of Capital Account | 118,682 | 41 | | | | | | |
| | | | 952,497 | 57 | | | | |
| | | | 2,091,555 | 59 | | | | |
| | | | \$57,557,145 | 45 | | | | |
| The St. Lawrence and Atlantic R. R..... | 2,275,166 | 67 | | | | | | |
| The Quebec and Richmond R. R..... | 1,216,866 | 66 | | | | | | |
| Total Nominal Capital | | | | | | | | |
| Add Premium on Sale of Debentures | | | | | | | | |
| Deduct Discount on Sale of Stock and Debentures..... | 1,815,597 | 70 | | | | | | |
| Exchange and Commission..... | 131,953 | 11 | | | | | | |
| Preference Capital Expense Account..... | 81,259 | 04 | | | | | | |
| Total | | | | | | | | |
| | | | 15,142,633 | 33 | | | | |
| | | | 59,583,891 | 42 | | | | |
| | | | 830,693 | 88 | | | | |
| | | | 50,915,585 | 30 | | | | |
| | | | 2,068,439 | 85 | | | | |

JOSEPH ELLIOTT,
Sec'y and Treasurer.

REPORT
OF
SAMUEL KEEFER, ESQ.,
INSPECTOR OF RAILWAYS,
FOR THE YEARS 1859 AND 1860.

BOARD OF RAILWAY COMMISSIONERS OF THE PROVINCE OF CANADA,
FOR 1860.

The Hon. A. T. GALT, *Minister of Finance, Chairman.*
 " JOSEPH CAUCHON, *Commissioner of Public Works.*
 " SIDNEY SMITH, *Postmaster General.*
 " GEORGE SHERWOOD, *Receiver General.*

J. G. VANSITTART, Esq., *Secretary.*

Hon. H. H. KILLALY, *Inspector of Railways.*
 SAMUEL KEEFER, Esq., " "
 A. DEGRASSI, *Assistant* " "

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| | | | | |
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| " 71. | " " | " " | Erie and Ontario, | " |
| " 72. | " " | " " | Port Hope, Lindsay & Beaverton | " |
| " 73. | " " | " " | Cobourg and Peterborough, | " |
| " 74. | " " | " " | Brockville and Ottawa, | " |
| " 75. | " " | " " | Ottawa and Prescott, | " |
| " 76. | " " | " " | Montreal and Champlain, | " |
| " 77. | " " | " " | Carillon and Grenville, | " |
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| " 88. | " " | " " | London and Port Stanley, | " |
| " 89. | " " | " " | Welland, | " |
| " 90. | " " | " " | Erie and Ontario, | " |
| " 91. | " " | " " | Port Hope, Lindsay and Beaverton, | " |
| " 92. | " " | " " | Cobourg and Peterborough, | " |
| " 93. | " " | " " | Brockville and Ottawa, | " |
| " 94. | " " | " " | Ottawa and Prescott, | " |
| " 95. | " " | " " | Montreal and Champlain, | " |
| " 96. | " " | " " | Carillon and Grenville, | " |
| " 97. | " " | " " | St. Lawrence and Industry, | " |
| " 98. | " " | " " | Stanstead, Shefford and Chambly, | " |
| " 99. | " " | " " | Peterborough and Chemung Lake, | " |

QUEBEC, 16th September 1861.

SIR,—In compliance with the Resolution of the Board, communicated to me by the Secretary, on the 8th February last, I have prepared a Report on the Railways of Canada, for the past two years (1859 and 1860), which I have now the honor to submit for your consideration.

The delay which has occurred in its production was occasioned chiefly by the time

occupied in collecting from the Companies the necessary fiscal and statistical information, which it was attempted this year (for the first time) to elicit. The call being new, and the Companies unprepared to furnish such details, many of these returns had to be sent back for correction and explanation; some are still imperfect, and others altogether wanting. After the Secretary had collected this information, as far as he could, my public duties in another Department prevented me from giving my undivided attention to the subject.

Now, however, that a commencement has been made, it is to be hoped that the same difficulties and delays will not be experienced in the preparation of future Reports.

The information embodied in this Report will be found of public interest. It shews the progress made in these two years in the substitution of permanent for temporary works on the old lines; the number of miles of new road constructed, inspected and opened in each of these two years. It contains the Official Reports of the Accidents which have occurred, made in conformity to the requirements of the Act 20 Vic., Cap. 12. These are tabulated, arranged and classified under their different causes, and such general observations and suggestions added as the Inspector considered it his duty to offer.

The Report also furnishes a statement of the cost and operations of the Railways for the year 1860, derived from official returns, so far, at least, as these returns enable me to give them. The statistical information contained in the abstracts furnishes a general idea of the Railway economy of Canada for that year, but it is to be regretted that the incompleteness of the Returns has rendered it impossible, at this time, to present a more perfect exposition of it.

Respectfully submitted.

SAMUEL KEEFER,
Inspector of Railways.

HON. A. T. GALT,
Chairman, Board of Railway Comm'rs.,
&c., &c., Quebec.

REPORT ON THE RAILWAYS OF CANADA, FOR THE YEARS 1859 AND 1860.

I.—RAILWAYS CONSTRUCTED.

The Statement No. 1, of Appendix, contains a list of sixteen Railways in operation in Canada, on the 1st January, 1861, with the dates of the openings of the several sections, and their lengths, corrected according to the most recent returns.

Referring to the Report for 1858, and making the corrections according to these returns, it will be seen that, up to the close of that year, there had been constructed, in Canada, (instead of 1612 miles) - - - - - 1614.15

miles of Railway; but the Preston and Berlin, 11 miles,
and the Cobourg and Peterborough, - - - 28 "
closed at that time, in all - - - - - 39

being deducted, left - - - - - 1575.15

in operation at the close of 1858, since which time, however, the Cobourg and Peterborough was re-opened in 1859 - - - - - 28

and other new lines having been completed, inspected, and opened within these past two years, as follows, viz:—

In 1859, according to Statement No. 3 - - - - - 243.79
In 1860, according to Statement No. 4 - - - - - 29.02

Making in all, according to Statement No. 2 - - - - - 1880.96
miles of Railway in operation in Canada on the 1st January, 1861, under sixteen different corporations.

The following abstract, derived from Statement No. 1, shews the number of miles of Railway constructed in each year, since the period of the Census taken on the 12th January, 1852.

| | |
|--|---------|
| Railways constructed up to the period of the Census, | |
| 12th January, 1852 | 91.76 |
| In the year 1852 | 98 |
| “ “ 1853 | 212 |
| “ “ 1854 | 329.75 |
| “ “ 1855 | 236.14 |
| “ “ 1856 | 437 |
| “ “ 1857 | 69 |
| “ “ 1858 | 140.50 |
| “ “ 1859 | 248.79 |
| “ “ 1860 | 29.02 |
| | 1891.96 |
| Deducting Preston and Berlin, not open | 11 |

Lines in operation, 1st January, 1861 - - - - - 1880.96 miles.

For fiscal purposes, in connection with the cost, the earnings and working expenses of these lines, it becomes indispensable to take account of those connections in the United States, which are owned and managed by the same corporations, and which are as follows :—

1. *By the Grand Trunk Railway Company.*

The Portland Division, from the Canada Boundary to Portland - - - 166 miles
The Detroit extension, from Port Huron to Detroit - - - 59 “

2. *By the Montreal and Champlain Railway Company.*

From the Canada Boundary to Rouse's Point - - - - - 2 miles

| | |
|--------------------------------|---------|
| In the United States - - - - - | 227 |
| In Canada - - - - - | 1880.96 |

Including Branches, Total - - - - - 2107.96

There is no double track upon any of these lines, but they are provided, in the aggregate, with 218.93 miles of sidings, equal to 10½ per cent. of the length of the main lines.

II.—IN PROGRESS.

According to Statement No. 5, there were 111½ miles of Railway in course of construction on the 1st January, 1861, of which it is expected that 52½ miles will be completed this year.

Of the new lines opened in 1859 and 1860, 131½ miles were inspected, previously to opening, by the Hon. H. H. Killaly, and the Assistant Inspector, Mr. A. DeGrassi. The remaining 149 miles, including the Victoria Bridge, were inspected by the undersigned. (See Statements Nos. 3 and 4, and the Inspector's Report, No. 1, on the testing of the Bridge.)

III.—BRIDGING.

Some progress has been made, during the past two years, towards increasing the permanency and efficiency of the existing lines; more especially on the Great Western, the Grand Trunk, the Buffalo and Lake Huron, the Northern, the Port Hope and Lindsay, and the Montreal and Champlain Railways.

Within this time twenty Tressel Bridges have been replaced by permanent Culverts and Embankments, and eight Wooden Bridges, 1223 feet in aggregate length, have given place to permanent Bridges of Iron or Stone. Thus temporary works measuring upwards of a mile in length have been replaced by permanent structures; and ten Wooden Bridges, 1313 feet in total length, have been rebuilt during the same time. (See Statement No. 6.)

A Description of all the Bridging existing on the Railways in Canada, upon the 1st January last, is given in Statements Nos. 7 and 8. Upon the 1880.96 miles then in operation, there were 840 Bridges, having in all 3169 spans, and measuring, altogether, 94,361 feet, or a little short of 18 miles. Of these, 672 are of Wood, 147 of Iron, 11 of Brick or Stone, and 10 are Swing Bridges, 7 of which are of Wood, and 3 of Iron.

| | | | | | | |
|--------------------------------|---|---|---|---|---|-------------|
| The 672 Wooden Bridges measure | - | - | - | - | - | 62,432 feet |
| The 147 Iron " " " | - | - | - | - | - | 29,234 " |
| The 11 Iron or Brick " " " | - | - | - | - | - | 1,648 " |
| The 10 Swing " " " | - | - | - | - | - | 1,047 " |

In all, 840 Bridges, measuring - - - - - 94,361 feet.

The average distance between Bridges is 2.24 miles, and the average Bridging per mile, fifty feet; shewing a material improvement since the first Report in 1858.

| | | | |
|--------------------------------------|------|-----|-------------------------|
| Comparing the two years, - - - - - | 1858 | and | 1860 |
| The average distance between Bridges | - | - | 2.00 miles. 2.24 miles. |
| Average Bridging per mile | - | - | 59½ feet. 50 feet. |

IV.—ACCIDENTS IN 1859.

No accident, by which any person was injured, has occurred during this year upon any of the following seven lines of Railway:—

- The Erie and Ontario.
- The Port Hope, Lindsay and Beaverton.
- The St. Lawrence and Industry.
- The Stanstead, Shefford and Chambly.
- The Prescott and Ottawa.
- The Cobourg and Peterborough.
- The Peterborough and Chemung Lake.

Upon the other nine Railways, the official returns from the several Companies, made in compliance with the Act, shew an aggregate of 53 persons killed and 47 injured during the same period. Of these, there were 9 passengers killed and 27 injured; 25 employés killed and 10 injured, and 19 others killed and 10 injured.

The causes which have led to these accidents may be classified under the eleven following heads:—

| SUMMARY OF ACCIDENTS IN 1859. | Passengers. | | Employés. | | Others. | | Total. | |
|--|-------------|-------|-----------|-------|---------|-------|--------|-------|
| | K. | I. | K. | I. | K. | I. | K. | I. |
| 1. Getting on or off Trains while in motion.. | 2 | 1 | 2 | 2 | ..... | ..... | 4 | 3 |
| 2. Fell, or thrown from Trains..... | 2 | ..... | 2 | ..... | ..... | ..... | 4 | ..... |
| 3. Walking, standing, or lying on track..... | ..... | ..... | 4 | ..... | 16 | 6 | 20 | 6 |
| 4. At road crossings..... | ..... | ..... | ..... | ..... | 2 | 3 | 2 | 3 |
| 5. Coupling and uncoupling cars..... | ..... | ..... | 5 | 3 | ..... | ..... | 5 | 3 |
| 6. Striking against bridge, or other object, when Train was in motion..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... | 3 |
| 7. Train off track..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8. Collision of Trains..... | ..... | 1 | 2 | ..... | ..... | ..... | 2 | 1 |
| 9. Defective construction, or bad materials... | 4 | 25 | 3 | 1 | ..... | ..... | 7 | 26 |
| 10. Run over in hand cars..... | ..... | ..... | 7 | 1 | 1 | 1 | 8 | 2 |
| 11. Burned..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Totals..... | 9 | 27 | 25 | 10 | 19 | 10 | 53 | 47 |

For a similar classification of the accidents as they happened on each particular line, see Statement No. 9.

KILLED.

It should be added here that, of the nine passengers killed, four died from injuries received in the accident which took place on the Great Western Railway, near Dundas, on the 19th March, 1859, under the circumstances stated in the official return and verdict of the coroner's inquest. (See Report No. 17.) Two others on the same Railway, returned as passengers, but more properly trespassers (because endeavoring to ride outside without paying fare)—one of whom, in attempting to ride on the platform of the baggage car, was burned to death by his clothes having taken fire; the other, in trying to get on a similar platform, at a station, while the train was in motion, fell and was run over. A passenger, in endeavoring to embark on a train at Point Levi, while it was moving, fell, and the train passed over him; two others fell between the cars, while the train was in transit, one of whom was reported to have been intoxicated at the time. From these facts it appears that five out of the nine passengers who were killed by the trains during this year, came to their end from their own fault or imprudence.

The twenty-five employes of the Railway Companies were killed under the following circumstances, viz:

The engine-driver, fireman and brakeman of the train, at the accident on the Great Western Railway, near Dundas, before referred to; a conductor and engine-driver, by a collision on the Grand Trunk Railway at Arthabaska. (See Return No. 18); five brakemen crushed to death in coupling or uncoupling cars; seven trackmen run over in hand-cars; four getting on or off trains when in motion; one loading spars at a Station, killed by the fall of a spar; one (intoxicated) walking on the track; one found dead, supposed to have been walking on the track; and one run over while lying insensible on the track, supposed to have had sun-stroke.

Of the nineteen other persons killed, fourteen were walking on the track, where they had no right to be; two committed suicide by throwing themselves upon the track in front of an approaching train; and the other three were found dead upon the track. It is painful to add that seven of these are reported as having been intoxicated; two were deaf, and one supposed to have been a lunatic.

INJURED.

Of the twenty-seven passengers injured in 1859, twenty-five received their injuries in the accident on the Great Western Railway, near Dundas, above referred to. (See Official Return No. 17.) One was injured by a collision, occasioned by the detention of a train in a snow-drift, and one by jumping off a train while in motion.

Of the ten employes injured, three struck against bridges; three were coupling or uncoupling cars; one by the breaking of a bridge; two getting on or off trains in motion; and one travelling in a hand-car after dark.

Of the ten others injured; three were attempting to cross the track in the face of advancing trains; four were walking on the track; one riding in a hand-car; one thrown off the track by the cow-catcher; and one had an arm broken at a Station.

V.—ACCIDENTS IN 1860.

The Official Returns shew that, during this year, on the following lines of Railway, no personal injuries of any kind have been sustained:—

- The St. Lawrence and Industry.
- The London and Port Stanley.
- The Cobourg and Peterborough.
- The Peterborough and Chemung Lake.

But upon the other twelve lines, the Returns shew an aggregate of fifty-four persons killed, and fifty-four injured during the same period. Of these, it appears that there were four passengers killed and three injured; twenty-one employes killed and forty injured; and twenty-nine others killed and eleven injured.

| Summary of Accidents in 1860. | Passengers. | | Employés. | | Others. | | Total. | |
|---|-------------|----|-----------|----|---------|----|--------|----|
| | K. | I. | K. | I. | K. | I. | K. | I. |
| 1. Getting on or off Trains while in motion..... | 2 | 2 | 1 | 2 | 2 | 1 | 5 | 5 |
| 2. Fell, or thrown from Trains..... | 2 | | 1 | 1 | | | 3 | 1 |
| 3. Walking, standing or lying on track..... | | | 8 | 1 | 24 | 8 | 32 | 9 |
| 4. At road crossings..... | | | | | 3 | 2 | 5 | 2 |
| 5. Coupling or uncoupling cars..... | | | 5 | 11 | | | 5 | 11 |
| 6. Striking against bridge or other object, when Train was in motion..... | | | 2 | 3 | | | 2 | 3 |
| 7. Train off track..... | | 1 | 1 | | | | 1 | 1 |
| 8. Collision of Trains..... | | | 3 | 16 | | | 3 | 16 |
| 9. Defective construction, or bad materials..... | | | | 5 | | | | 5 |
| 10. Run over in hand-cars..... | | | | 1 | | | | 1 |
| Totals..... | 4 | 3 | 21 | 40 | 29 | 11 | 54 | 54 |

A general summary of the accidents, as they occurred on each particular line, arranged according to the foregoing classification, is given in statement No. 10, of the Appendix.

KILLED.

This Statement shews that the loss of life to passengers during this year has not been so serious as in former years; that it has been confined to two lines: The Grand Trunk and the Buffalo and Lake Huron, but as these persons came to their death through their own imprudence, and the violation of the Company's rules, their officers cannot be blamed for these accidents. One passenger, being intoxicated, tried to get on the Train after it had started; one was riding on the platform of a car, fell off and was crushed; one reported "unknown," was "supposed to have fallen from the Mail Train;" and the fourth, whose fate may be considered as an admonition to all travellers by rail, is thus referred to in the Report. "This man was at the Station before the train was due to leave; purchased his ticket, but neglected to take his seat in the proper way. Attempting to get on the train after it had started, he fell between the cars, &c."

Of the twenty-one employés killed, eight were in the service of the Grand Trunk Railway; six in that of the Great Western; three in that of the Northern; two, the Buffalo and Lake Huron; one, the Montreal and Champlain; and one, the Stanstead, Shefford and Chambly Railway.

Two of those killed on the Grand Trunk were brakemen, in the act of coupling cars; one by Train off track, caused by a broken rail; one run over by a snow-plough; one by striking against a bridge; one, a trackman, walking on the track; and two, a laborer and a fireman, by the collision which took place at Stratford on the 17th April, 1860, between a tie train and a freight train, (and in which sixteen other laborers are reported as injured). In this case, the verdict of the Coroner's Jury alleged neglect on the part of Ludlaw, the Conductor, and Baxter, the Engineman, in not attending to the Company's rules. These parties were accordingly arrested and indicted for manslaughter at the Stratford Assizes, were tried and acquitted.

Four of the employés killed on the Great Western, were brakemen—one in coupling cars—one attempting to pass under a car whilst it was in motion—one trying to catch a platform car in motion, and one in the act of signaling the Engineman, lost his balance and fell from the roof of the car. The fifth was a yardsman, run over by the engine at Suspension Bridge, and the sixth a trackman, found dead on the track, having been run over by the train. No verdict given.

One of the employés killed on the Northern Railway was a Conductor, in the act of coupling cars; one whose remains were found upon the track, was supposed to have been killed by the mail train, and another, who had been intoxicated, was found dead upon the track.

One of the employés killed on the Buffalo and Lake Huron Railway, by striking against a bridge, was a brakeman; the other the car Inspector, Mr. Thomas Grey, of the Great Western Railway, at Paris Station, was killed on duty there, while examining the wheels of the Great Western Emigrant train, going west. This train, being then at a

stand, was run into at the crossing, by a special freight train of the Buffalo and Lake Huron Railway, on the 11th October, 1860, going East, by which a car was thrown upon the Inspector, and caused his death. For report of this accident, the verdict at the inquest, and the Company's demur thereto, see Return No. 29.

On the Montreal and Champlain Railway, one employé was run over and killed by a train; he was supposed to have been asleep at the time.

On the Stanstead, Shefford and Chambly Railway, a fireman engaged in oiling his engine while it was in motion, slipped and fell, and the engine passed over him. Of the 29 others killed, 26 may be set down as trespassers on the Railway enclosures; 15 of these are represented as intoxicated, and in that state to have been either walking, standing or lying on the track when run over by the trains. One unknown person, lying on the track, was supposed to have been insane; four were deaf, and one deaf and dumb; two were the children of the trackmen; two were boys trying to get on the cars at stations; one unknown person found dead near the track, (death not accounted for,) and another killed trying to cross the track. A woman trying to cross the track while the train was under way, fell and was instantly killed; a farmer, who with his wife, attempted to drive across the track in front of an approaching train, had his waggon struck by the engine; the horses took flight and ran away, and he was thrown out and killed.

INJURED.

Of the three passengers injured, two were on the Grand Trunk, and one on the Great Western; two met with their misfortunes from attempting to get on the trains when under way, and the third, by a train being thrown off the track, in consequence of running over four horses.

A very large proportion of employés, (no less than 40,) have received injuries of a more or less serious nature, by the operations of the past year. Sixteen of these were laborers in the service of the contractors, for the maintenance of way on the Grand Trunk Railway, and received their injuries in the collision which took place near Stratford, referred to at page 12. These men, having finished their day's work, were proceeding homeward in the "*Caboose*" of the "*tie train*," which was attached next the engine, and several platform cars in rear of it. As this car, which contained about 30 men, was utterly demolished in the collision which ensued, it is only surprising the casualties were not more fatal. Eleven of the employés have received injuries in coupling or uncoupling cars; two in getting on or off the train, and one by falling from the train in motion; one, a trackman in a hand car, on the time of the express train; one standing on the track; three by striking against bridges; two by the bursting of a locomotive boiler on the Great Western Railway; two by the breaking down of a wood car on the Grand Trunk Railway, and one, a conductor on the Northern Railway, by the breaking of an axle.

Of the eleven other persons injured, who were neither passengers or employés, four who are reported to have been tipsy, were walking or lying on the track; one was struck by a snow-plough; one deaf and infirm; one driving across the track at a road crossing; one going under an engine; one lying between the rails when the train passed over him; one walking on the track of the Great Western Railway, and having his attention engrossed by a train passing on the Welland Railway, did not see the approaching train, or hear the whistle in time to avoid it; and one in attempting to get on an engine. Nine of these persons were trespassers on the railway enclosures.

It is further to be observed of the accidents of 1860, that no less than 23 persons, or about 22 per cent. of the whole number who have suffered death or injury by the railway operations of that year, are reported to have been under the influence of liquor.— These are classified as follows:—

One "passenger," two "employés" and fifteen "others" killed, and five "others" injured.

The following list of Company's servants will serve to shew upon what class of persons, in railway service, the casualties of 1860 have most heavily fallen:

| SERVICE. | KILLED. | INJURED. |
|---------------------|---------|----------|
| Conductors..... | 1 | 4 |
| Brakemen..... | 10 | 14 |
| Car Inspectors..... | 1 | 0 |
| Firemen..... | 2 | 0 |
| Switchmen..... | 0 | 1 |
| Yardsmen..... | 1 | 0 |
| Trackmen..... | 5 | 1 |
| Porters..... | 0 | 1 |
| Labourers..... | 1 | 18 |
| Total..... | 21 | 39 |

Of this list, it is reported that disobedience of rules has occasioned the death of four brakemen, one fireman, and one car inspector.

Of the whole number of persons killed in 1860, 7 per cent were passengers, 40 per cent. employés, and 53 per cent. neither passengers nor employés.

One half of the deaths have been occasioned by persons being improperly on the track, or attempting to cross it when a train was approaching.

In 1860, one passenger was killed for every 26,847,305 miles travelled, and one was either killed or injured for every 15,341,317 miles travelled.

VI.—GENERAL OBSERVATIONS ON THE ACCIDENTS OF THE LAST THREE YEARS.

The following abstract furnishes a comparative statement of the accidents which have happened in these three years, on all the railways in Canada, to the three classes denominated passengers, employés and others.

| CLASSIFICATION. | 1858. | | 1859. | | 1860. | |
|--|-------------|----|-------------|----|-------------|----|
| | K. | I. | K. | I. | K. | I. |
| Passengers..... | 7 | 4 | 9 | 27 | 4 | 3 |
| Employés..... | 19 | 17 | 25 | 10 | 21 | 40 |
| Others..... | 25 | 6 | 19 | 10 | 29 | 11 |
| Totals..... | 51 | 27 | 53 | 47 | 54 | 54 |
| Miles open..... | 1575 | | 1852 | | 1881 | |
| Miles travelled by passengers..... | 91,027,299 | | 101,386,483 | | 107,389,221 | |
| Miles travelled for one passenger killed..... | 13,003,900. | | 11,265,164 | | 26,847,305 | |
| Miles travelled for one passenger killed or injured..... | 8,275,209 | | 2,816,290 | | 15,341,317 | |

Striking an average for these three years, it is found that one passenger was killed for every 14,995,150 miles travelled, which is equal to travelling 600 times the circuit of the earth; and one has met with an accident in which he was either killed or injured, for every 5,551,907 miles travelled. Considering that all the business is done upon a single track, these results shew a favorable degree of safety in the working of the Railways, so far at least, as the welfare of the passengers is concerned. But the persons who have suffered most from the introduction of Railways, are not those who make use of them, to travel by them, nor yet those engaged in working them, but "others" who have no connection with them whatever, and who, without any right, and entirely by their own imprudence, make use of the track as a convenience for going from place to place.

The Company's rules forbid this practice, but as every individual feels confident of being able to take care of himself, and avoid the trains, it is a most difficult matter to en-

force their observance. Considerably more than one-third of those who have been killed were of this class. Of 158 killed and 128 injured in these three years, 63 of the killed and 18 of the injured, were "walking, standing, or lying on the track." The same kind of imprudence has led to the death of 16 of the Company's employes during the same period.

It is difficult to suggest any course that shall tend to diminish this class of casualties, unless it be that the several Companies should adopt more stringent means to prevent the public making use of their track.

There is one class of accidents, however, to which the attention of the Companies might be advantageously directed, with a view of adopting measures to avoid a recurrence of them; that is, the fatal results attending the coupling of cars. 14 of the Companies' servants have been killed, and 19 injured in this service during the last three years, facts which appear to indicate some mechanical defect in the existing modes.

In my Report for 1858, at pages 18 and 19, the dangers to which the Railway servants were exposed in the performance of this simple duty, were clearly pointed out, and a remedy (tending, at least, to reduce the risk) suggested. No action having been taken upon it, I venture to revert to the subject, as one demanding the earnest attention of all Railway Managers, hoping yet to see the difficulty overcome by the mechanical skill and ingenuity at their command.

Amongst the various devices for self-couplers, designed to obviate the risk of coupling by hand, no one has yet proved to be of such practical value as to find favor with the Companies, and come into general use. The single bunters now in use on the Northern Railway, being placed in the line of traction, would, from their form, and the few casualties attending them, seem to be the best; while the double-headed bunters reaching out horizontally eighteen inches from the centre of the coupling, being the kind most generally in use, would seem to require some modification of form or position to render them more safe. In addition, therefore, to the suggestions thrown out in the former Report, I would now propose for consideration, whether the coupling might not be effected with greater ease and safety, by merely changing the double-headed bunters from a horizontal to a vertical position.

I would also again respectfully call attention to the other subjects adverted to in that Report:

1. Level crossings of Railways.
2. Level crossings of common roads with Railways.
3. Clearing the extra width.
4. Ballasting.
5. Signal switches.
6. Assimilation of signals.

It is unnecessary here to repeat the statements and recommendations contained in that Report, in reference to these subjects; but as nothing has been effected since the date of it, either by the Legislature, or the Companies, for the improvement of the Railway system in these particulars, and considering them of the same importance as I did then, and entertaining the same views in regard to them, I would again respectfully urge, for the consideration of the Board, whether some action might not be taken by it to bring these subjects under the notice of the proper authorities.

VII.—FISCAL AND STATISTICAL RETURNS.

An attempt has been made, for the first time, to collect and arrange in a concise form, information of a reliable character in reference to the cost and operation of the Railways of Canada.

With this view, printed forms of Returns were sent to the Secretaries of the several Railway Companies, with a request to have them filled up; and at the same time to transmit copies of their accounts for the year 1860, giving:

1. A statement of Receipts and Expenditures on "CAPITAL ACCOUNT," up to the end of the year.
2. REVENUE ACCOUNT, Receipt and Expenditures for the year.
3. A GENERAL BALANCE SHEET for the year.

In order not to trouble the Companies with too many details at first, the form was made as concise as possible, consistent with the object of bringing out the leading facts intended to present a general view of the financial position of these important enterprises; and to shew the business they were doing, and at what expense. Further details may be elicited in future Returns.

With few exceptions, the Companies have responded to this request, and furnished the desired information so far as they were able; but owing, doubtless, to the call being new, many of the facts called for have not been supplied; thereby unfortunately rendering it a matter of impossibility to present aggregate results, or to strike averages upon the operations of the year.

Such facts as are contained in these Returns will be found arranged in a tabular form, in Tables Nos 11 to 16 inclusive; which, although incomplete as far as relates to the aggregate results, will be found well worthy of attentive consideration.

When taking a general view of the cost and working of these lines, and giving an account of their Receipts and Expenditures, it becomes necessary to take account also of the connecting lines in the United States, which are owned and managed by the same corporations, and therefore the whole length of main line and branches is taken at 2107.96 miles, while the whole length in Canada alone is 1880.96 miles.

From these tables then, we learn that upon the 1974.46 miles of Railway, of the ten lines for which we have Returns, the total amount expended upon the Road and its equipment, up to the end of 1860, was \$97,179,641 75, making the average cost per mile \$49,218.

| | | |
|---|--------------|----|
| The amount of Capital Stock paid in is \$38,278,986 19, equal to \$19,387 per mile. | | |
| On 9 lines.—The Funded Debt—1st Preference Bonds..... | \$21,743,605 | 66 |
| “ 8 “ “ 2nd “ | 7,473,473 | 35 |
| “ 4 “ “ 3rd “ | 17,711,665 | 29 |
| “ 3 “ The Government Loan..... | 20,246,247 | 00 |
| “ 8 “ The Floating Debt..... | 13,344,600 | 87 |
| “ 8 “ The Interest paid on Debt in 1860..... | 1,869,224 | 52 |
| “ 5 “ The Surplus on hand at end of 1860..... | 98,799 | 76 |

The Earnings for 1860.

| | | |
|---------------------------------------|------------|----|
| Being from Through Passengers..... | \$ 926,185 | 64 |
| “ Local Passengers..... | 1,716,815 | 16 |
| “ Through Freight and Live Stock..... | 1,132,407 | 20 |
| “ Local Freight and Live Stock..... | 2,316,817 | 09 |
| “ Lumber and Cordwood..... | 280,237 | 05 |
| “ Mails..... | 171,654 | 35 |
| “ Parcels and Express..... | 66,974 | 57 |
| “ Other Sources..... | 103,638 | 38 |

Total Earnings..... \$6,722,666 48

On 12 Lines and Branches, 2030.96 miles in all.

Expenses in 1860.

| | | |
|---------------------------------|-------------|-----|
| On Permanent Way and Works..... | \$1,805,109 | 64 |
| “ Locomotive Power..... | 1,374,861 | 04 |
| “ Rolling Stock..... | 899,713 | 55 |
| “ Passenger Transit..... | 527,129 | 88 |
| “ Freight Transit..... | 852,814 | 94 |
| Miscellaneous..... | 2,170,254 | 48 |
| Total Expenses..... | 5,675,511 | 56½ |

Net Income for 1860..... 1,046,316 78½

Average earnings per mile per week..... 63 65

Average expenses per mile per week..... 53 73

Percentage of Expenses on Earnings, 84 per cent.

On 12 Lines and Branches, 2030.96 miles in all.

| | |
|--|-------------|
| Miles run by Passenger Trains..... | 1,984,044 |
| “ Mixed Trains..... | 188,633 |
| “ Freight Trains..... | 2,909,914 |
| “ Wood and Maintenance Trains..... | 520,904 |
| “ Piloting, Shunting; &c..... | 1,142,210 |
| “ All Trains (exclusive of Piloting, Shunting; &c). .. | 5,614,715 |
| Number of Passengers carried in Cars..... | 1,825,755 |
| Number of miles travelled by Passengers..... | 107,389,221 |
| Average number of miles travelled by each Passenger..... | 589 |
| Number of Tons of Freight carried in Cars..... | 1,459,446 |
| Number of Tons of Freight hauled one mile | 55,881,325 |

(Exclusive of Grand Trunk and nine other Railways.)

NOTE.—From the incompleteness of the Returns, the movement of passengers and freight, through and local, in both directions, cannot be ascertained.

| | CENTS. |
|--|----------------------|
| Average cost of fuel, per mile run by Engine..... | 6.00 |
| Cost of Engine Repairs, per mile run by Engines..... | 6.34 |
| Cost of Average Repairs, per mile run by Cars..... | 1.57 |
| Cost of Repairs of Permanent Way and Works, per mile run by all Trains..... | 16.92 |
| Average Speed of Express Trains | |
| Including stops is..... | 24.3 miles per hour. |
| Between Stations..... | 29.5 “ |
| Average speed of Freight Trains | |
| Including stops, is..... | 13 miles per hour. |
| Between Stations..... | 15 (nearly) “ |
| Average number of Cars in Trains : | |
| In Passenger Trains..... | 3.2 |
| Mixed Trains..... | 7.5 |
| Freight Trains..... | 11.6 |
| Wood and Maintenance..... | 9.7 |

The number of persons employed on all Railways, 6,606, of whom

| | |
|-------|--|
| 175 | are at Head Offices. |
| 127 | “ Telegraph Operators. |
| 308 | “ Station Agents. |
| 242 | “ Switchmen. |
| 833 | “ Others at Stations. |
| 1837½ | “ Mechanics in Repair and Machine Shops. |
| 2019 | “ On Permanent Way and Works. |
| 250½ | “ Enginemen. |
| 260½ | “ Firemen. |
| 377 | “ Brakesmen and Baggage-men. |
| 162½ | “ Conductors. |
| 14 | “ Elevators and Shipping. |

VIII.—LOCOMOTIVE ENGINES AND ROLLING STOCK.

1. Locomotive Engines.

The official Returns of the several Companies, giving the number, description, and general condition of the Locomotive Engines employed by them during the past two years, together with the number of miles run by them up to the end of each year, cannot fail to be of special interest to the Mechanical Engineer, and to the Railway Managers generally, and therefore their publication is continued. They will be found in Appendix, Nos. 63 to 99 inclusive.

Abstracts of these Returns have been prepared, from which we learn. (See Appendix

No. 62) that at the end of the year 1859, there were 384 Locomotive Engines on all the Railways, 54 of which were made in Canada, 221 in the United States, and 109 in Great Britain. The relative performances of these engines, since the time they were placed in service, may readily be ascertained by reference to these returns. At the end of the year 1860, there were 394 Engines on all the Railways, 266 of which were reported in good order, 56 requiring slight repairs, and 72 requiring heavy repairs.

As regards their place of manufacture, 57 were built in Canada, 229 in the United States, and 109 in Great Britain. It may here be remarked that the oldest engine in Canada is the Dorchester, now in the service of the St. Lawrence and Industry Railway, where it ran 4,300 miles last year. It is a 10-ton engine; 10 inch cylinder, inside connections; one pair 4-foot drivers, built by George Stephenson & Son, Newcastle-upon-Tyne. It was put in use in 1849, and has run altogether 66,000 miles, and is still serviceable.

The most work has been performed by the Portland, engine No. 108, of the Grand Trunk Railway, put in service January, 1851. It has run since that time to the end of 1860, 193,635 miles; and in 1860, 25,348 miles, and is reported still in good order. The weight of this engine and tender, with wood and water, is 42.8 tons.

2.—Rolling Stock.

According to Abstracts No. 62 and 81, of the official Returns of Rolling Stock in use on all roads at the close of each of the past two years, it appears that there were in

| | 1859. | 1860. |
|---|-------|---------|
| First Class Passenger Cars, 16 wheels | | 1 |
| “ “ 12 wheels..... | 26 | 25 |
| “ “ 8 wheels..... | 208 | 223 |
| “ “ 4 wheels..... | 1 | 1 |
| Second Class Passenger and Emigration Cars, 8 wheels..... | 121 | 119 |
| “ “ “ 4 wheels..... | 4 | 3 |
| Baggage, Mail, and Express, 12 wheels..... | 13 | 12 |
| “ “ 8 wheels..... | 106 | 104 |
| “ “ 4 wheels..... | 2 | 2 |
| Box, Freight, and Cattle, 8 wheels..... | 2,703 | 3,180 |
| “ “ 4 wheels..... | 104 | 101 |
| Conductors' Cars, 8 wheels..... | 33 | 40 |
| Platform Cars, 12 wheels | 4 | } 1,868 |
| “ 8 wheels | 1,786 | |
| Grain Cars | | 50 |
| Refrigerator Cars..... | | 1 |
| Gravel Cars, 8 wheels..... | 100 | 90 |
| “ 4 wheels..... | 294 | 360 |
| Timber Cars, 16 wheels..... | | 6 |
| “ 4 wheels..... | | 6 |
| Spar Trucks, 4 wheels | 25 | 16 |
| Hand Cars | 89 | 121 |
| Snow Ploughs, large size..... | 42 | 35 |

SAMUEL KEEFER,
Inspector of Railways.

QUEBEC, 16th September, 1861.

APPENDIX, No. 1.

BROCKVILLE, December 19, 1859.

SIR,—I have the honor to report, that in compliance with the instructions from the Honorable the Receiver General, acting Chairman of the Board of Railway Commissioners, conveyed to me in your letter of the 14th instant, I left Quebec on the 15th, and made my examination of the Victoria Bridge on the 16th, and of the Branch leading to it from the main line at Charon Station, on the 17th instant, and finding both Bridge and Branch

perfectly safe for public use, the new line across the Bridge was this day opened for public traffic.

The test applied to the tubes of the Victoria Bridge, consisted of a train of 18 platform cars loaded with stones as heavily as they would bear, and drawn by two Locomotive Engines coupled. This train was long enough to reach over two spans at one time, and weighed, as nearly as could be ascertained, without platform scales to weigh the cars, about one ton to the lineal foot. In passing this train over the Bridge, a load of 242 tons was laid on each of the side spans, and 330 tons upon the central span.

The side tubes being in pairs reaching from the abutment to the second pier, from the second to the fourth, and so on;—they were submitted to a different test from the central one. The load, or forward part of the train was brought upon the first half, then the whole train covered the whole tube, and lastly, the rear part of the train rested upon the second half, and the effect noted each time, both at the middle of each half, and at points midway between the middle and the bearings, making six observations upon the tube each time of marking.

The tubes covering the 14th and 15th spans being yet unfinished and unconnected over the 14th pier, were, of course, on this occasion treated like the central one as independent tubes.

A remarkable uniformity was observed in the effect of this load upon all the side tubes that were completed. When both halves of the tube were loaded, the deflection in each span was five-eighths ($\frac{5}{8}$) of an inch, but when it rested on one half only, that half sunk three-quarters ($\frac{3}{4}$) to seven-eighths ($\frac{7}{8}$) of an inch. The central and separate tubes deflected one inch and a quarter under a load of a ton to the foot.

When the train was sent over at speed, the observed deflections did not exceed those just stated, more than the eighth part of an inch, and in all cases when the load was removed, the tubes returned immediately to their former position, thus proving in the most satisfactory manner, that they were entirely unaffected by the passing of a load which was double that of the heaviest freight train that will ever cross the Bridge.

It may be here remarked that the tubes of this Bridge were designed to sustain practically, a load of one ton per lineal foot throughout their length, in addition to their own weight; under which load, the horizontal strain was not to exceed five tons of tension to the square inch on the bottom, or five tons of compression to the square inch on the top. The test-load applied was as near the intended load as it well could be.

These tubes present the finest specimen of Engineering skill and workmanship to be seen in any part of the world, and the public may have entire confidence in their strength and durability.

The preparations for testing the tubes in the manner before described, had been made by the Contractors' Agent, Mr. Hodges, at the instance of Messrs. J. D. Bruce and B. P. Stockman, Engineers from the late Robert Stephenson's office, in London, who had been sent out from England to examine and report on the Bridge. The testing was commenced by them on the 15th instant, accompanied by Mr. A. M. Ross, (the Engineer in charge,) and by Mr. James Hodges, and was completed in my presence on the 16th inst. In reporting my entire satisfaction with the test applied and the sufficiency of the tubes, I desire at the same time to express my admiration of the simplicity and accuracy of the means adopted for observing the effect of these weights upon the Bridge, and of that perfection of workmanship in the tubes themselves which are thus made to shew so slight a deflection, under such heavy loads.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL KEEFER,

Inspector of Railways.

J. G. VANSITTART, Esq.,

*Secretary Board of Railway Commissioners,
Toronto.*

No. 2.--RAILWAYS OF CANADA, in operation on the 1st January, 1861, with date of opening of each Section.

| No. | CORPORATE NAME OF RAILWAY. | NAME OF SECTION. | DATE OF OPENING. | Length of Section. | TOTAL LENGTH. | REMARKS. |
|-----|------------------------------|--|-------------------------|--------------------|---------------|--------------------------------------|
| 1 | Great Western..... | Main Line,—Suspension Bridge to Hamilton..... | November 10, 1853..... | 43 | 345 | Under one management. |
| | " | Hamilton to London..... | December 31, 1853..... | 76 | | |
| | " | London to Windsor..... | January 27, 1854..... | 110 | | |
| | " | Branches,—Harrisburg to Galt..... | August 21, 1854..... | 12 | | |
| | " | Galt to Guelph..... | September 28, 1857..... | 15 | | |
| | " | Hamilton to Toronto..... | December 3, 1855..... | 33 | | |
| | " | Komoka to Sarnia..... | " 27, 1858..... | 51 | | |
| 2 | Grand Trunk..... | Main Line,—Toronto to Guelph..... | July, 1856..... | 50 | 872 | In Canada, and under one management. |
| | " | Guelph to Stratford..... | November 17, 1856..... | 39 | | |
| | " | Stratford to London..... | September 27, 1858..... | 31 | | |
| | " | St. Mary's to Sarnia..... | November 21, 1859..... | 70 | | |
| | " | Toronto to Oshawa..... | August, 1856..... | 33 | | |
| | " | Oshawa to Brockville..... | October 27, 1856..... | 175 | | |
| | " | Brockville to Montreal..... | November 19, 1855..... | 125 | | |
| | " | Victoria Bridge and Approaches..... | December 16, 1855..... | 6 | | |
| | " | Montreal to St. Hyacinthe..... | Spring, 1847..... | 30 | | |
| | " | St. Hyacinthe to Sherbrooke..... | August, 1852..... | 66 | | |
| | " | Sherbrooke to Province Line..... | July, 1853..... | 30 | | |
| | " | Richmond to Quebec..... | November 27, 1854..... | 96 | | |
| | " | Chaudière Junction to St. Thomas..... | December 23, 1855..... | 41 | | |
| | " | St. Thomas to St. Paschal..... | " 8, 1859..... | 53 | | |
| | " | St. Paschal to Rivière du Loup..... | July 2, 1860..... | 25 | | |
| | " | Branch,—Kingston..... | November 10, 1860..... | 2 | | |
| 3 | Northern..... | Main Line,—Toronto to Bradford..... | June 13, 1853..... | 42 | 872 | From Toronto to Lake Huron. |
| | " | Bradford to Barrie..... | October 11, 1853..... | 21 | | |
| | " | Branch,—Collingswood..... | January 2, 1855..... | 32.14 | | |
| 4 | Buffalo and Lake Huron..... | Fort Erie to Paris..... | November 1, 1856..... | 83 | 102.27 | Lake Erie to London. |
| | " | Paris to Stratford..... | December 22, 1856..... | 33 | | |
| | " | Stratford to Goderich..... | June 28, 1858..... | 45 | | |
| | " | From temporary Terminus to Station in East St..... | May 16, 1860..... | 1.27 | | |
| 5 | London and Port Stanley..... | | October 1, 1856..... | | 24 | |

| | | | | | | |
|----|---------------------------------------|---|---------------------------------|-------|---------|---|
| 6 | Cobourg and Peterborough..... | ..... | May, 1854..... | ..... | 28 | L. Ontario to Peterborough, to Chippawa. From the St. Lawrence to Ottawa City. In Canada, under one management. |
| 7 | Erie and Ontario..... | ..... | July 3, 1854..... | ..... | 17 | |
| 8 | Ottawa and Prescott..... | ..... | December, 1854..... | ..... | 54 | |
| 9 | Montreal and Champlain..... | Montreal to Laclaire..... | November, 1847..... | 8 | 81.76 | |
| | " | Caughnawaga to Meers' Junction..... | August, 1852..... | 32 | | |
| | " | St. Lambert to St. John, (old portion, July, 1836)..... | January, 1852..... | 20 | | |
| | " | St. John's to Rouse's Point..... | August, 1851..... | 21.76 | | |
| 10 | Carillon and Granville..... | ..... | October, 1854..... | ..... | 12.75 | Lanark to St. Industrie. |
| 11 | St. Lawrence and Industry..... | ..... | May, 1850..... | ..... | 12 | |
| 12 | Port Hope, Lindsay and Beaverton..... | Main Line,—Port Hope to Lindsay..... | December 30, 1857..... | 43 | 30.50 | From L. Ontario, North. |
| | " | Branch,—Millbrook to Peterborough..... | August 18, 1858..... | 13.50 | | |
| 13 | Welland..... | ..... | June 27, 1859..... | ..... | 25 | From Lake Erie to Lake Ontario. |
| 14 | Brockville and Ottawa..... | Main Line,—Brockville to Almonte..... | Feb. 17, and Aug. 22, 1859..... | 51.25 | 63.54 | |
| | " | Branch,—Smith's Falls to Perth..... | February 17, 1859..... | 11.54 | | |
| | " | Tunnel, from temporary Station to Harbor..... | December 31, 1860..... | 75 | | |
| 15 | Stanstead, Shefford and Chambly..... | St. John's to West Farnham..... | January 1, 1859..... | 13 | 28 | |
| | " | West Farnham to Granby..... | December 31, 1860..... | 16 | | |
| 16 | Peterborough and Chemung Lake..... | Peterborough to Saw Mills..... | July 6, 1859..... | ..... | 4 | |
| | | Total Miles..... | ..... | ..... | 1880.96 | |

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 3.—RAILWAYS OF CANADA.—Railways inspected and opened for traffic in 1859, under the Act 20 Vic., Cap. 12.

| No. | CORPORATE NAME OF RAILWAY. | BY WHOM INSPECTED. | Length in Miles. | Date of Opening. |
|-----|---|--------------------------|------------------|-----------------------|
| 1 | The Grand Trunk Railway: From St. Mary's to Sarnia..... | Hon. H. H. Killaly | 70 | 1859. November 21. |
| | Victoria Bridge and approaches..... | Mr. S. Keefer | 6 | December 18. |
| | St. Thomas to St. Paschal..... | Mr. S. Keefer | 53 | December 31. |
| 2 | The Stanstead, Shefford and Chambly Railway: St. John's to West Farnham..... | Hon. H. H. Killaly | 13 | January 2. |
| | West Farnham to Granby..... | Hon. H. H. Killaly | 15 | December 31. |
| 3 | The Brockville and Ottawa Railway: Brockville to Smith's Falls.. | Mr. S. Keefer..... | 28 | February 17. |
| | Smith's Falls to Almonte..... | Hon. H. H. Killaly | 23.25 | August 22. |
| | Perth Branch..... | Mr. S. Keefer..... | 11.54 | February 17. |
| 4 | The Welland Railway..... | Mr. S. Keefer..... | 25 | June 27. |
| 5 | The Peterborough and Chemung Lake Railway: Peterborough to Saw Mills..... | Mr. S. Keefer..... | 4 | July 6. |
| | Total miles..... | | 248.79 | |

Number of miles inspected by the Hon. H. H. Killaly..... 121.25
 " " " " Mr. S. Keefer..... 127.54

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 4.—RAILWAYS OF CANADA.—New portions of Railways inspected and opened for Traffic in 1860, under the Act 20 Vic., Cap. 12.

| No. | CORPORATE NAME OF RAILWAY. | BY WHOM INSPECTED. | Length in Miles. | Date of Opening. |
|-----|---|--------------------------|------------------|------------------|
| 1 | The Buffalo and Lake Huron: From temporary terminus to Station, East street, Goderich | Hon. H. H. Killaly | 1.27 | 1860. May 16. |
| 2 | The Grand Trunk Railway: From St. Paschal to Rivière du Loup..... | Mr. S. Keefer..... | 25 | July 2. |
| | Kingston Branch | Hon. H. H. Killaly | 2 | November 10. |
| 3 | The Brockville and Ottawa: Tunnel from temporary terminus to Harbour at Brockville | Hon. H. H. Killaly | .75 | December 31. |
| | Total miles..... | | 29.02 | |

Number of miles inspected by Hon. H. H. Killaly..... 4.02
 " " " " Mr. S. Keefer..... 25.00

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 5.—RAILWAYS OF CANADA.—Railways in progress of construction, and the length that will probably be opened this year, 1861.

| No. | CORPORATE NAME OF RAILWAY. | Length in Miles. | Length expected to be opened in 1861. |
|-----|--|-------------------|---------------------------------------|
| 1 | The Hamilton and Port Dover Railway: Hamilton to Caledonia | 17 | |
| 2 | The Brockville and Ottawa Railway: Almonte to Castleford on the Bonchère..... | 32 | |
| 3 | The Stanstead, Shefford and Chambly Railway: Granby to Stukely..... | 17 | 17 |
| 4 | The Peterborough and Chemung Lake Railway..... | 10 | |
| 5 | The Buffalo and Lake Huron Railway: From East Street to Goderich Harbour..... | $\frac{1}{2}$ | $\frac{1}{2}$ |
| 6 | The Arthabaska and Three Rivers Railway..... | 35 | 35 |
| | Total Miles..... | 112 $\frac{1}{2}$ | 52 $\frac{1}{2}$ |

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 6.—RAILWAYS OF CANADA.—Progress Report of Permanent work substituted for Temporary, from 1st January, 1859, to 1st January, 1861.

| No. on List. | CORPORATE NAME OF RAILWAY. | Pile and Trestle replaced by Culvert and Embankment. | | Wooden Bridges Re-built. | | | | Wooden Bridges and Swing Bridges re-placed by Iron and Stone Arches. | | | | |
|--|---------------------------------------|--|-----------------|--------------------------|---------------|-----------------|------------------------|--|-----------------|---------------|-----------------|---------------|
| | | No. of Bridges. | Length in Feet. | Number of Bridges. | No. of Spans. | Length in Feet. | No. of Wooden Bridges. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. |
| 1 | Great Western..... | 1 | 616 | 2 | 5 | 323 | 2 | 2 | 412 | 2 | 2 | 184 |
| 2 | Grand Trunk..... | 2 | 1446 | 3 | 10 | 900 | 2 | 2 | 90 | 1 | 1 | 180 |
| 3 | Northern..... | 5 | 1446 | 8 | 10 | 900 | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | Buffalo and Lake Huron..... | 8 | 2132 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | Port Hope, Lindsay and Beaverton..... | 5 | 461 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | Montreal and Champlain..... | 1 | 300 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | Total..... | 20 | 4955 | 10 | 15 | 1223 | 2 | 2 | 90 | 8 | 2 | 184 |
| ABSTRACT. | | | | | | | | | | | | |
| Trestle work replaced by Embankment..... | | 4955 feet. | | | | | | | | | | |
| Wooden Bridges replaced by Iron and Stone..... | | 1223 " | | | | | | | | | | |
| Permanent Work substituted for Temporary..... | | 6178 " | | | | | | | | | | |
| Wooden Bridging re-built..... | | 1313 " | | | | | | | | | | |
| Total..... | | 7491 " | | | | | | | | | | |

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 7.—RAILWAYS OF CANADA.

Description and Length of Bridging on all the Railway Lines in operation in Canada, on the 1st of January, 1861.

| No. | CORPORATE NAME OF RAILWAY. | Length in Miles. | WOODEN BRIDGES | | | | | | | | |
|-----|---|------------------|----------------|-----------------|---------------|-----------------|----------------|-----------------|-----------------|-----------------|--------|
| | | | TRESSELS. | | PILE. | | BENT AND BEAM. | | ARCH AND TRUSS. | | |
| | | | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | |
| 1 | Great Western and Branches..... | 345 | 180 | 223 | 5,218 | 36 | 439 | 359 | 9,213 | 61 | 6,014 |
| 2 | Grand Trunk and Branches..... | 872 | 242 | ..... | ..... | 14 | 220 | 224 | 3,427 | 19 | 2,157 |
| 3 | Northern..... | 95.14 | 37 | 119 | 3,043 | 40 | 459 | 10 | 129 | 7 | 654 |
| 4 | Buffalo and Lake Huron..... | 162.27 | 54 | 114 | 2,165 | 18 | 231 | 59 | 1,275 | 21 | 1,954 |
| 5 | London and Port Stanley..... | 24 | 9 | 28 | 897 | ..... | ..... | 24 | 745 | 3 | 441 |
| 6 | Welland..... | 25 | 3 | ..... | ..... | ..... | ..... | 1 | 30 | 4 | 240 |
| 7 | Erie and Ontario..... | 17 | 7 | 37 | 600 | ..... | ..... | 10 | 254 | 5 | 182 |
| 8 | Port Hope, Lindsay and Beaverton, and Branches..... | 56.50 | 25 | 97 | 3,176 | ..... | ..... | 6 | 73 | 5 | 313 |
| 9 | Cobourg and Peterborough..... | 28 | 12 | ..... | ..... | 649 | 8,442 | 6 | 115 | 28 | 2,722 |
| 10 | Brockville and Ottawa and Branch..... | 63.54 | 16 | ..... | ..... | ..... | ..... | 20 | 465 | 2 | 177 |
| 11 | Ottawa and Prescott..... | 54 | 26 | 130 | 1,910 | 89 | 844 | 23 | 412 | 5 | 427 |
| 12 | Montreal and Champlain..... | 51.76 | 43 | 2 | 18 | ..... | ..... | 43 | 561 | 2 | 68 |
| 13 | Carillon and Grenville..... | 12.75 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 8 | 323 |
| 14 | St. Lawrence and Industry..... | 12 | 4 | ..... | ..... | ..... | ..... | 4 | 98 | ..... | ..... |
| 15 | Stanstead, Shefford and Chambly..... | 28 | 4 | 6 | 120 | 119 | 1,430 | 8 | 450 | ..... | ..... |
| 16 | Peterborough and Chomung Lake..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1,880.96 | 672 | 756 | 17,147 | 965 | 12,065 | 797 | 17,548 | 180 | 15,672 |

No. 7.—(Continued.)—RAILWAYS OF CANADA.

| No. | CORPORATE NAME OF RAILWAY. | IRON BRIDGES. | | | | | | BRICK OR STONE ARCH BRIDGES. | | | SWING BRIDGES OF WOOD AND IRON. | | | TOTAL BRIDGING. | | | |
|-----|---|---------------|-----------------|---------------|-----------------|----------------------|-----------------|------------------------------|-----------------|-----------------|---------------------------------|-----------------|-----------------|-----------------|-----------------|-------|--------|
| | | GIRDERS. | | TUBES. | | BRICK OR STONE ARCH. | | No. of Bridges. | | No. of Bridges. | | No. of Bridges. | | No. of Bridges. | | | |
| | | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | | |
| 1 | Gt. Western and Branches.. | 1 | ..... | 1 | 180 | 2 | 184 | ..... | ..... | 2 | 232 | 189 | 684 | 21,480 | | | |
| 2 | Grand Trunk and do | 145 | 309 | 15085 | 93 | 13704 | 50 | 667 | 10 | 19 | 777 | 3 | 4 | 329 | 400 | 712 | 30,366 |
| 3 | Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 37 | 176 | 4,285 |
| 4 | Buffalo and Lake Huron..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 56 | 214 | 5,821 |
| 5 | London and Port Stanley..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 | 55 | 2,083 |
| 6 | Welland..... | 1 | ..... | 3 | 265 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 11 | 669 |
| 7 | Erie and Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 52 | 1,036 |
| 8 | Port Hope, Lindsay and Beaverton, and Branches..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 25 | 108 | 3,562 |
| 9 | Cobourg and Peterborough..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 695 | 11,405 |
| 10 | Brockville and Ottawa and Branch..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 | 22 | 642 |
| 11 | Ottawa and Prescott..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 26 | 247 | 3,593 |
| 12 | Montreal and Champlain..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 43 | 47 | 947 |
| 13 | Carillon and Grenville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 8 | 323 |
| 14 | St. Lawrence and Industry..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 4 | 98 |
| 15 | Stanstead, Shefford and Chambly..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 134 | 2,050 |
| 16 | Peterboro' & Chamung Lake | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 147 | 312 | 15350 | 94 | 13884 | 32 | 351 | 11 | 20 | 797 | 10 | 13 | 1047 | 840 | 3169 | 94,261 |

No. 8.—RAILWAYS OF CANADA.—Description of the Swing Bridges on the respective Railways, on the 1st Jan'y, 1861. (Compre. in No. 6.)

| Name of Railway. | Where Placed. | | No. of Spans. | Length of clearspan in feet. | Extreme length in feet. |
|--------------------------------|---------------------|-------|---------------|------------------------------|-------------------------|
| | Wood. | Iron. | | | |
| Great Western..... | Over Welland Canal. | 1 | 1 | 106 | 122 |
| Welland..... | Desjardins " | 1 | 1 | 68 | 60 |
| Buffalo and Lake Huron..... | Chippewa Creek | 2 | 2 | 50 | 147 |
| Colborne and Peterborough..... | Welland Canal. | 1 | 1 | 81 | 50 |
| | Peeler " | 1 | 1 | 60 | 50 |
| | Rice Lake | 2 | 2 | 52 | 1047 |
| | Total..... | 7 | 13 | 426 | 1047 |

No. 9.—Classification of the Accidents which occurred on the Railways of Canada, in the year 1859.

| CORPORATE NAME OF RAILWAY. | Getting on or off Trains while in motion. | | Fall or Thrown from Trains. | | Walking, Standing or Lying on Track. | | At Road Crossings. | | Run over in Hand Cars. | | Coupling or Uncoupling Cars. | |
|--|---|-------|-----------------------------|----------|--------------------------------------|---------|--------------------|---------|------------------------|---------|------------------------------|---------|
| | Wood. | Iron. | Passeng's | Employés | Employés | Others. | Employés | Others. | Employés | Others. | Employés | Others. |
| | | | | | | | | | | | | |
| 1 The Great West'n Railway of Canada & its Branches | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 The Grand Trunk Railway of Canada..... | 1 | 1 | 1 | 1 | 1 | 6 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 The Northern Railway of Canada..... | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4 The Buffalo and Lake Huron Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 The London and Port Stanley Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6 The Montreal and Champlain Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7 The Carleton and Grenville Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8 The Brockville and Ottawa Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 9 The Welland Railway..... | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10 The Erie and Ontario Railway..... | | | | | | | | | | | | |
| 11 The Port Hope, Lindsay and Beaverton Railway..... | | | | | | | | | | | | |
| 12 The St. Lawrence and Industry Railway..... | | | | | | | | | | | | |
| 13 The Stanstead, Shefford and Chambly Railway..... | | | | | | | | | | | | |
| 14 The Prescott and Ottawa Railway..... | | | | | | | | | | | | |
| 15 The Colbourg and Peterborough Railway..... | | | | | | | | | | | | |
| 16 The Peterborough and Ochemung Lake Railway..... | | | | | | | | | | | | |
| Totals..... | 2 | 1 | 2 | 2 | 2 | 16 | 4 | 2 | 3 | 7 | 1 | 5 |

No. 9.—(Continued.)—Classification of the Accidents which occurred on the Railways of Canada, in the year 1855

| CORPORATE NAME OF RAILWAY. | Struck by Bridge or other object near Train. | | | Defective Construction and Bad Material. | | | Collisions of Trains. | | | Total of each Class of Persons. | | | | | | Remarks. | | |
|--|--|----------|-------|--|----------|-------|-----------------------|----------|-------|---------------------------------|----------|---------|----------|---------|----------|----------|---------|-----------------------|
| | Passeng's Employes | | | Passeng's Employes | | | Passeng's Employes | | | Passeng's Employes | | Others. | | Total. | | | | |
| | Killed. | Injured. | | Killed. | Injured. | | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. |
| 1 The Great Western Railway of Canada and its Branches | | | | | | | | | | | | | | | | | | See Official Returns. |
| 2 The Grand Trunk Railway of Canada | | | | | | | | | | | | | | | | | | " |
| 3 The Northern Railway of Canada | | | | | | | | | | | | | | | | | | " |
| 4 The Buffalo and Lake Huron Railway | | | | | | | | | | | | | | | | | | " |
| 5 The London and Port Stanley Railway | | | | | | | | | | | | | | | | | | " |
| 6 The Montreal and Champlain Railway | | | | | | | | | | | | | | | | | | " |
| 7 The Carillon and Grenville Railway | | | | | | | | | | | | | | | | | | " |
| 8 The Brockville and Ottawa Railway | | | | | | | | | | | | | | | | | | " |
| 9 The Welland Railway | | | | | | | | | | | | | | | | | | " |
| 10 The Erie and Ontario Railway | | | | | | | | | | | | | | | | | | " |
| 11 The Port Hope, Lindsay & Beaverton Rall'y | | | | | | | | | | | | | | | | | | " |
| 12 The St. Lawrence and Industry Railway | | | | | | | | | | | | | | | | | | " |
| 13 The Stanstead, Sheford & Chambly Railway | | | | | | | | | | | | | | | | | | " |
| 14 The Prescott and Ottawa Railway | | | | | | | | | | | | | | | | | | " |
| 15 The Cobourg and Peterborough Railway | | | | | | | | | | | | | | | | | | " |
| 16 The Peterboro' and Cbemung Lake Railway | | | | | | | | | | | | | | | | | | " |
| Totals | | | | | | | | | | | | | | | | | | No Accident |

INSPECTOR OF RAILWAYS' OFFICE,
Quebec, September, 1861.

No. 10.—CLASSIFICATION OF THE ACCIDENTS WHICH OCCURRED ON THE RAILWAYS OF CANADA IN THE YEAR 1860.

| CORPORATE NAME OF RAILWAY. | Getting on or off Trains while in motion. | | | | | | Fell or thrown from Trains. | | | | Walking, Standing, or Lying on Track. | | | | At Road Crossing. | | Coupling or Uncoupling. | | Run Over in Hand Cars. | | |
|--|---|----------|-----------|----------|---------|----------|-----------------------------|----------|-----------|----------|---------------------------------------|----------|-----------|----------|-------------------|----------|-------------------------|----------|------------------------|----------|---|
| | Passengers. | | Employés. | | Others. | | Passengers. | | Employés. | | Others. | | Employés. | | Others. | | Employés. | | Employés. | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 1 The Grand Trunk Railway of Canada..... | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 14 | 2 | 2 | 2 | 2 | 4 | 1 | 1 | 1 | |
| 2 The Great Western Railway of Canada..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | 3 | 2 | 2 | 4 | 4 | 1 | 1 | |
| 3 The Northern Railway of Canada..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 4 The Buffalo and Lake Huron Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 5 The Brockville and Ottawa Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 6 Montreal and Champlain Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7 Prescott and Ottawa Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 8 The Welland Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 9 Erie and Ontario Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 10 The Stanstead, Shefford and Chambly Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 11 The Port Hope, Lindsay and Beaverton Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 12 The Carleton and Grenville Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 13 The St. Lawrence and Industry Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 14 The London and Port Stanley Railway..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 15 The Peterboro' and Chemung Lake Railway— No accident..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 16 The Cobourg and Peterboro' Railway— No accident..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Totals..... | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 8 | 1 | 24 | 8 | 3 | 2 | 5 | 11 | 1 | 1 |

No. 10.—(Continued.)—Classification of the Accidents which occurred on the Railways of Canada in the Year 1860.

| CORPORATE NAME OF RAILWAY. | Struck by Bridge or other object near Train. | | Train of Track. | | Collision of Trains. | | Defective Construction and Bad Material. | | Total of each Class of Persons. | | | | | | | |
|---|--|----------|-----------------|----------|----------------------|----------|--|----------|---------------------------------|----------|-------------|----------|---------|----------|--------|----|
| | Employees. | | Passengers. | | Employees. | | Passengers. | | Employees. | | Passengers. | | Others. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| 1 The Grand Trunk Railway of Canada..... | 1 | | | | | | | | | | | | | | 28 | 39 |
| 2 The Great Western Railway of Canada..... | | 1 | | | 2 | 16 | | | | | | | | | 10 | 15 |
| 3 The Northern Railway of Canada..... | | 2 | | | | | | | | | | | | | 4 | 5 |
| 4 The Buffalo and Lake Huron Railway..... | | | | | 1 | | | | | | | | | | 4 | 1 |
| 5 The Brockville and Ottawa Railway..... | | | | | | | | | | | | | | | 1 | 2 |
| 6 The Montreal and Champlain Railway..... | | | | | | | | | | | | | | | 2 | |
| 7 The Prescott and Ottawa Railway..... | | | | | | | | | | | | | | | 1 | |
| 8 The Welland Railway..... | | | | | | | | | | | | | | | 1 | |
| 9 The Erie and Ontario Railway..... | | | | | | | | | | | | | | | 1 | |
| 10 The Stanstead, Sheford, and Chambly Railway..... | | | | | | | | | | | | | | | 1 | |
| 11 The Port Hope, Lindsay and Beaverton Railway..... | | | | | | | | | | | | | | | 1 | |
| 12 The Carleton and Grenville Railway..... | | | | | | | | | | | | | | | 1 | |
| 13 The St. Lawrence and Industry Railway..... | | | | | | | | | | | | | | | 1 | |
| 14 The London and Port Stanley Railway..... | | | | | | | | | | | | | | | | |
| 15 The Peterboro' and Chemung Lake Railway—No accident..... | | | | | | | | | | | | | | | | |
| 16 The Cobourg and Peterboro' Railway—No accident..... | | | | | | | | | | | | | | | | |
| Totals..... | 2 | 3 | 1 | 1 | 3 | 16 | | | 5 | 4 | 3 | 21 | 40 | 20 | 54 | 54 |

INSPECTOR OF RAILWAYS' OFFICE,
QUEBEC, September, 1861.

No. 11.—RAILWAYS OF CANADA.

ABSTRACT of Fiscal Returns of the Railway Companies in Canada, shewing the length and cost of Main Line and Branches, including the connecting lines in the United States, owned and worked by the same Companies; with statements of funded and floating debt, up to 31st December, 1860.

| No. | CORPORATE NAME OF RAILWAY. | LENGTH OF RAILWAY. | | | | | | Total of Miles, Single Track. | Cost of Road AND EQUIPMENTS. | CAPITAL STOCK PAID IN. |
|-----|--|---|--------------------------|--|--------------|--------------------------|----------|---|------------------------------|------------------------|
| | | MAIN LINE. | | | BRANCHES. | | | | | |
| | | Main Track. | Double Track additional. | Sidings. | Main Track. | Double Track additional. | Sidings. | | | |
| 1 | Great Western and its branches: 1. Sarnia..... 2. Toronto..... 3. Guolph..... | 229 00 | | 50 50 | 116 00 | | 10 66 | 408 16 | \$ 23,000,104 00 | \$ 16,158,641 00 |
| 2 | Grand Trunk: 1. Portland Division..... 2. Eastern Division..... 3. Rivière du Loup Line..... 4. Central Division..... 5. Western Division..... 6. Detroit-Extension..... | 140 25 239 50 118 50 333 00 168 75 59 00 | | 25 75 27 50 3 75 20 75 20 75 8 75 | 1 25 4 00 | | 2 50 | 176 25 273 50 122 25 364 75 213 00 67 75 | 55,690,039 02 | 13,524,803 48 |
| 3 | Northern..... | 1,068 00 | | 116 25 | 29 00 | | 4 25 | 1,217 50 | 3,600,778 68 | 823,818 50 |
| 4 | Buffalo and Lake Huron..... | 95 14 | | 9 93 | | | 1 63 | 108 70 | 6,403,045 86 | 4,345,701 26 |
| 5 | London and Port Stanley..... | 161 02 | | 8 75 | 1 25 | | | 171 02 | 1,017,220 00 | 938,342 00 |
| 6 | Welland..... | 24 00 | | 2 25 | | | | 26 25 | 1,300,209 92 | 710,299 00 |
| 7 | Erie and Ontario..... | 25 00 | | | | | | 25 00 | | |
| 8 | Port Hope, Lindsay and Beaverton..... | 17 00 | | 2 50 | | | | 17 00 | | |
| 9 | 1. Millbrook and Peterborough Branch. Cobourg and Peterborough..... | 43 00 | | | 13 50 | | | 50 00 | | |
| 10 | Brockville and Ottawa..... 1. Perth Branch..... | 28 00 52 00 | | 3 30 | | | | 38 00 | 1,901,000 00 | 207,000 00 |
| 11 | Ottawa and Prescott..... | 54 00 | | 2 00 | 11 54 | | 0 50 | 67 34 | 1,432,647 21 | 300,630 35 |
| 12 | Montreal and Champlain..... 1. Boundary Line to Rouée's Point..... | 81 00 2 83 | | 5 66 | 0 76 | | | 89 42 | 2,485,425 16 | 1,226,250 00 |

No. 11 (continued).—RAILWAYS OF CANADA.

ABSTRACT of Fiscal Returns of the Railway Companies in Canada, showing the length and cost of Main Line, &c.—(Continued.)

| No. | CORPORATE NAME OF RAILWAY. | LENGTH OF RAILWAY. | | | | | | | | | | CAPITAL STOCK PAID IN. | COST OF ROAD AND EQUIPMENTS. | SURPLUS ON HAND AT CLOSE OF FISCAL YEAR 1860. | |
|-----|---|--------------------------------|--------------------------|-------------------------------|-------------------|--------------------------|-----------------|---|--------------------------------|-------------------------|---|------------------------|------------------------------|---|-----------------|
| | | MAIN LINE. | | | | | BRANCHES. | | | | | | | | |
| | | Main Track. | Double Track additional. | Sidings. | Main Track. | Double Track additional. | Sidings. | Total of Miles, Single Track. | | | | | | | |
| 13 | Carillon and Grenville..... | 12 75 | | 0 25 | | | 13 00 | | | | | | | | |
| 14 | St. Lawrence and Industry..... | 12 00 | | 0 50 | | | 12 50 | | | | | | | | 42,300 00 |
| 15 | Stanstead, Sheford and Chambly..... | 28 00 | | | | | | | | | | | | | 50,171 00 |
| 16 | Peterborough and Chemung Lake..... | 4 00 | | | | | | | | | | | | | |
| | | 1,935 91 | | 201 89 | 172 05 | 17 04 | 2,294 89 | | | | | | | | \$38,278,986 19 |
| | | Average for 1974 46 miles..... | | | | | | | | | | \$49,218 00 | | | \$19,337 00 |
| No. | CORPORATE NAME OF RAILWAY. | FUNDED DEBT. | | | GOVERNMENT LOANS. | | | FLOATING DEBT. | INTEREST PAID ON DEBT IN 1860. | DIVIDENDS PAID IN 1860. | SURPLUS ON HAND AT CLOSE OF FISCAL YEAR 1860. | | | | |
| | | First Preference Bonds. | Second Preference Bonds. | Third Preference Bonds. | | | | | | | | | | | |
| | | \$ | cts. | Included in 1st Prof. Bonds.) | \$ | cts. | \$ | | | | | cts. | \$ | cts. | |
| 1 | Great Western and its branches : 1. Sarnia..... 2. Toronto..... 3. Guelph..... | 6,327,610 00 | | Included in 1st Prof. Bonds.) | 3,791,947 00 | | | 528,254 00 | | 3 p. ct. for 6 mths. | 76,848 05 | | | | |
| 2 | Grand Trunk : 1. Portland Division..... 2. Eastern Division..... 3. Rivière du Loup Line..... 4. Central Division..... 5. Western Division..... 6. Detroit Extension..... | 9,733,338 33 | \$4,066,262 23 | Other Bonds. | 15,142,633 33 | | \$12,103,213 07 | 1,039,655 72 Exclusive of Bonds and Mortgages. | | | | | | | |
| 3 | Northern..... | 491,046 67 | 1,092,566 68 | 287,481 35 | 2,311,066 67 | | 145,959 99 | 55,545 21 | | | 16,955 24 | | | | |
| 4 | Buffalo and Lake Huron..... | 2,433,333 33 | 811,111 11 | | | | 77,770 00 | 146,000 00 | | | 843 39 | | | | |
| 5 | London and Port Stanley..... | 399,400 00 | 120,000 00 | | | | | | | | | | | | |
| 6 | Welland..... | 486,666 67 | 243,333 33 | | | | 211,851 93 | | | | | | | | |
| 7 | Erie and Ontario..... | | | | | | | | | | | | | | |
| 8 | Port Hope, Lindsay and Beaverton..... 1. Millbrook and Peterborough Branch..... | 608,333 33 | | | | | | | | | | | | | |
| 9 | Cobourg and Peterborough..... | | | | | | | | | | | | | | |
| 10 | Brockville and Ottawa..... 1. Perth Branch..... | | 618,000 00 | | | | 330,000 00 | 4,968 00 | | | | | | | |
| 11 | Ottawa and Prescott..... | 486,666 67 | 300,000 00 | 243,333 34 | | | 179,332 37 | 2,321 80 | | | | | | | |
| 12 | Montreal and Champlain..... 1. Boundary Line to Rouse's Point..... | 777,186 66 | 192,200 00 | 84,400 00 | | | 289,525 51 | 92,451 69 | | | 4,002 13 | | | | |
| 13 | Carillon and Grenville..... | | | | | | 908 00 | 48 00 | 2 p. ct. | | 151 00 | | | | |
| 14 | St. Lawrence and Industry..... | | | | | | | | | | | | | | |
| 15 | Stanstead, Sheford and Chambly..... | | | | | | | | | | | | | | |
| 16 | Peterborough and Chemung Lake..... | | | | | | | | | | | | | | |
| | | \$21,743,605 60 | \$7,473,473 35 | \$17,711,065 29 | \$20,240,247 00 | | \$13,344,600 87 | \$1,869,224 52 | | | \$98,799 76 | | | | |

OFFICE OF INSPECTOR OF RAILWAYS,
Quebec.

No. 12.—RAILWAYS

ABSTRACT of Fiscal Returns of the Railway Companies, for the year 1860, includ

| No. | CORPORATE NAME OF RAILWAY. | EARNINGS IN | | |
|-----|--|--------------------------|------------------------|-----------------------------------|
| | | From through Passengers. | From Local Passengers. | F'm thro' Freight and Live Stock. |
| 1 | Great Western (and Branches)..... | \$594,736 43½ | \$426,965 05½ | \$659,725 05 |
| 2 | Grand Trunk (and Branches)..... | 284,224 75 | 935,534 12 | 306,813 06 |
| 3 | Northern..... | 2,992 28 | 85,749 21 | 50,367 62 |
| 4 | Buffalo and Lake Huron..... | 16,081 34 | 84,050 68 | 29,002 34 |
| 5 | London and Port Stanley..... | | 11,039 20 | |
| 6 | Welland..... | | 6,281 41 | 47,207 92 |
| 7 | Erie and Ontario..... | | | |
| 8 | Port Hope, Lindsay and Beaverton (and Branch)..... | 15,534 12 | | 3,700 58 |
| 9 | Cobourg and Peterborough..... | | | |
| 10 | Brockville and Ottawa (and Branch)..... | | 27,005 56 | |
| 11 | Ottawa and Prescott..... | 11,020 72 | 26,755 23 | 24,957 63 |
| 12 | Montreal and Champlain..... | | 113,434 69 | |
| 13 | Carillon and Grenville..... | | | |
| 14 | St. Lawrence and Industry..... | 1,596 00 | | 5,633 00 |
| 15 | Stanstead, Shefford and Chambly..... | | | |
| 16 | Peterborough and Chemung Lake..... | | | |
| | | \$926,185 64½ | \$1,716,515 15½ | \$1,132,407 20 |

No. 12 (continued).—RAIL

| No. | CORPORATE NAME OF RAILWAY. | EXPENSES IN | | | |
|-----|--|------------------------------|------------------------|-------------------|--------------------|
| | | On Perman-ent Way and Works. | For Locomo-tive Power. | On Rolling Stock. | Passenger Transit. |
| 1 | Great Western (and Branches)..... | \$ 361,583 00 | \$ 393,155 00 | 93,007 00 | \$201,600 00 |
| 2 | Grand Trunk (and Branches)..... | 1,299,380 89 | 859,018 03 | 722,753 28 | 259,121 91 |
| 3 | Northern..... | 65,494 22 | | 37,096 37 | |
| 4 | Buffalo and Lake Huron..... | 66,850 49 | 55,243 36 | 17,828 34 | 52,542 06 |
| 5 | London and Port Stanley..... | 7,667 47 | 4,778 99 | 2,657 07 | 2,497 14 |
| 6 | Welland..... | 8,100 56 | 4,507 54 | 1,883 63 | |
| 7 | Erie and Ontario..... | | | | |
| 8 | Port Hope, Lindsay and Beaverton (and Branch)..... | 12,317 53 | 7,975 47 | 2,482 87 | |
| 9 | Cobourg and Peterborough..... | | | | |
| 10 | Brockville and Ottawa (and Branch)..... | 9,340 51 | | 11,062 76 | |
| 11 | Ottawa and Prescott..... | 9,706 20 | 16,941 71 | 3,243 00 | 5,746 77 |
| 12 | Montreal and Champlain..... | 24,668 67 | 33,240 94 | 7,611 25 | |
| 13 | Carillon and Grenville..... | | | | |
| 14 | St. Lawrence and Industry..... | (All expenses included.) | | | 7,622 00 |
| 15 | Stanstead, Shefford and Chambly..... | | | | |
| 16 | Peterborough and Chemung Lake..... | | | | |
| | | \$1,865,109 64 | \$1,374,861 04 | \$899,713 55 | \$529,129 88 |

½ Item subsequently explained by the General Manager's letter of 12th Office of Inspector of Railways, Quebec.

OF CANADA.

ing their U. States connections, shewing the Earnings and Expenses for the year.

THE YEAR 1860.

| From Local Freight & Live Stock. | From Lumber and Cordwood. | From Mails. | From Parcels and Express. | From other sources. | Total Earnings |
|----------------------------------|---------------------------|---------------|---------------------------|---------------------|----------------|
| \$ 431,252 87½ | | \$ 40,193 43½ | \$33,136 68 | \$11,933 82 | 2,197,943 34½ |
| 1,393,053 67 | 249,361 20 | 110,340 20 | 27,597 24 | 42,733 94 | 3,349,658 13 |
| 186,085 80 | | 3,584 14 | | 4,207 96 | 332,967 01 |
| 173,996 30 | | 4,820 00 | 5,017 27 | 2,786 06 | 315,763 99 |
| 16,046 58 | 500 00 | 960 00 | 222 43 | 617 58 | 29,355 57 |
| | | | | 11,065 07 | 64,554 40 |
| | | | | 236 00 | 53,694 04 |
| 8,783 39 | 19,149 95 | 1,290 00 | | | 53,801 10 |
| 19,272 99 | 5,320 50 | 1,835 97 | 316 68 | | 75,362 16 |
| 5,696 80 | 4,333 40 | 1,749 60 | 634 87 | 158 91 | 232,803 44 |
| 82,623 69 | | 6,841 00 | | 29,999 06 | 7,937 25 |
| | 1,567 00 | | | | 8,796 00 |
| | | | | | |
| | | | | | |
| \$2,316,517 09½ | \$280,237 05 | \$171,654 34½ | \$66,974 57 | \$103,638 23 | \$6,722,666 48 |

WAYS OF CANADA.

THE YEAR.

| Freight Transit | Miscellaneous. | Total Expenses. | Net Income for | | DEDUCTIONS FROM RETURNS. | | |
|-----------------|----------------|-----------------|-----------------|-------|-----------------------------|-----------------------------|--------------------------------------|
| | | | 1860. | 1861. | Earnings per Mile per week. | Expenses per Mile per week. | Per Centage of Expenses to Earnings. |
| \$185,337 00 | \$ 758,984 00 | \$1,993,806 00 | \$204,043 00 | | \$122 51 | \$111 13 | 91 |
| 538,097 07 | 1,150,346 16 | 4,828,717 32 | 533,075 01 | | 53 72 | 49 20 | 84 |
| | | 2,806,588 17½ | | | | | |
| | 157,875 97 | 260,466 56 | 72,500 45 | | 67 40 | 52 72 | 78 |
| 43,746 58 | 27,982 46 | 264,191 29 | 51,572 70 | | 37 48 | 31 36 | 83 |
| 4,144 15 | 1,511 20 | 23,256 02 | 6,129 75 | | 23 55 | 18 62 | 79 |
| 23,819 66 | 13,162 96 | 51,274 35 | 13,230 06 | | 49 64 | 39 44 | 79 |
| | | | | | | | |
| 14,454 45 | 2,880 69 | 40,111 01 | 13,583 03 | | 18 28 | 13 64 | 75 |
| | | | | | | | |
| 8,559 20 | 5,464 78 | 34,427 25 | 19,373 85 | | 16 30 | 10 42 | 64 |
| 11,872 31 | 3,955 02 | 51,465 11 | 23,897 05 | | 26 83 | 19 33 | 68 |
| 22,934 52 | 47,894 24 | 136,349 62 | 105,708 82 | | 53 45 | 31 31 | 59 |
| | | 5,762 15½ | 2,175 06½ | | 11 77 | 8 54 | 72 |
| | 197 00 | 7,819 00 | 978 00 | | 14 08 | 12 50 | 88 |
| | | | | | | | |
| \$852,814 94 | \$2,170,254 48 | \$5,675,511 56½ | \$1,046,316 78½ | | \$63 65 | \$53 73 | 84 |

September, 1861. The first sum includes interest on Capital Account, &c.

No. 13.—RAILWAYS OF CANADA.—Abstract of Statistical Returns of the Railway Companies for the year 1860, shewing the number of miles run by all Trains, and the number of passengers and tons of goods carried in them, &c.

| No. | CORPORATE NAME OF RAILWAY. | TOTAL NUMBER OF MILES RUN. | | | | | | Number of Passengers carried in Cars. | Number of Miles travelled by Passenger. | Average number of Miles travelled by each Passenger. | Number of Tons of Freight carried in Cars. | Number of Tons of Freight hauled on Mils. |
|-----|---|----------------------------|------------------|--------------------|---------------------------------|---|---|---------------------------------------|---|--|--|---|
| | | By Passenger Trains. | By Mixed Trains. | By Freight Trains. | By Wood and maintenance Trains. | By all Trains, exclusive of Piloting, Shunting, &c. | By all Trains, exclusive of Piloting, Shunting, &c. | | | | | |
| 1 | Great Western (and Branches)..... | 545,782 | | 67,859 | 36,937 | 1,261,604 | 525,632 | 39,233,909½ | 74.61 | 311,443 | 39,405,936 | |
| 2 | Grand Trunk do..... | 1,052,961 | | 1,804,317 | 37,756 | 3,195,064 | 739,488 | 52,795,772 | 71.39 | 682,624½ | 7,628,789 | |
| 3 | Northern..... | 125,841 | | 132,632 | 21,512 | 280,035 | 31,582 | 3,514,691 | 38.33 | 125,845½ | 5,915,295 | |
| 4 | Buffalo and Lake Huron..... | 130,458 | | 118,785 | 83,279 | 334,457 | 108,216 | 3,956,377 | 36.66 | 75,521 | 17,040 | |
| 5 | London and Port Stanley..... | | 33,600 | 2,700 | 5,600 | 41,300 | 23,632 | 354,480 | 15.00 | 17,040 | | |
| 6 | Welland..... | | 25,236 | 22,571 | | 47,807 | 14,686 | 205,604 | 14.00 | 40,113 | | |
| 7 | Paris and Ontario..... | | No return. | | | 30,604 | 16,200 | 133,200 | 8.23 | | | |
| 8 | Port Hope, Lindsay and Beaverton, and Branch..... | | 46,800 | 21,511 | 5,435 | 1,580 | 73,806 | 902,614 | 28.04 | 20,688 | | |
| 9 | Cobourg and Peterborough..... | | No return. | | | | 3,929 | 89,391 | 22.75 | | | |
| 10 | Brookville and Ottawa, and Branch..... | | 49,157 | | 4,558 | 6,868 | 35,965 | 970,490 | 27.03 | 43,544 | 990,872 | |
| 11 | Ottawa and Prescott..... | 34,808 | | 23,830 | 9,273 | 67,911 | 34,617 | 1,539,840 | 41.59 | 22,774 | 927,357 | |
| 12 | Montreal and Champlain..... | 69,374 | | 104,600 | 11,659 | 185,633 | 158,350 | 3,204,472 | 20.21 | 35,455 | 1,765,050 | |
| 13 | Carillon and Grenville..... | | | | 1,600 | | 22,719 | 223,123 | 9.78 | | | |
| 14 | St. Lawrence and Industry..... | 5,000 | | | | | 4,200 | 50,400 | 12.00 | | | |
| 15 | Stanstead, Shelford and Chambly..... | 2,420 | | | | | 14,208 | 215,893 | 15.20 | | | |
| 16 | Peterborough and Chemung Lake..... | 17,400 | | | 2,500 | | 43,720 | | | | | |
| | Totals..... | 1,954,044 | 188,633 | 2,909,914 | 520,904 | 3,142,210 | 5,614,715 | 107,389,221 | 58.9 | 1,459,440½ | 94,881,325 | |

OFFICE OF INSPECTOR OF RAILWAYS,
Quebec.

No. 14.—(Continued.)—RAILWAYS OF CANADA.

ABSTRACT of Statistical Returns of the Railway Companies for the year 1860. Showing the direction of Travel and Traffic; the Average Earnings and Expenses per Train per Mile; and the Cost of Fuel and Repairs per Mile run.

| CORPORATE NAME OF RAILWAY. | Average Earnings per Train, per Mile | | | Average Expenses per Train, per Mile. | | | Cost of fuel per mile run by Engines. | Cost of Engine repairs per mile run by Engines. | Cost of Car repairs per mile run by Engines. | Cost of repairs of Permanent Way and Works, per mile run by all Trains. |
|---|--------------------------------------|--------|----------|---------------------------------------|---------|----------|---------------------------------------|---|--|---|
| | Passenger. | Mixed. | Freight. | Passenger. | Mixed. | Freight. | | | | |
| | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | | | | |
| 1. Great Western (and Branches)..... | 2 00 5 | | 1 61 | 1 09 6 | | 0 83 4 | 5 83 | 0 61 | 0 61 | 11 75 |
| 2. Grand Trunk (and Branches)..... | 1 30 5 | | 0 91 | no return. | | 0 99 | 8 06 | 0 99 | 0 99 | 24 72 |
| 3. Northern..... | 0 73 35 | | 1 82 13 | | 1 00 75 | | 8 75 | 4 80 | 0 73 | 19 43 |
| 4. Buffalo and Lake Huron..... | 0 77 | | 1 71 | | 0 79 | | 5 89 | 2 04 | 0 79 | 19 00 |
| 5. London and Port Stanley..... | | 0 81 | | | 0 64 | | 3 22 | 11 50 | 1 27 | 18 40 |
| 6. Welland..... | | | | | | | 5 00 | 5 75 | 2 40 | 9 92 |
| 7. Erie and Ontario..... | | | | no return. | | | | | | |
| 8. Port Hope, Lindsay and Beaverton (and Branch). 9. Cobourg and Peterborough..... | | 1 08 | | no return. | 0 80 88 | | 3 79 | 5 77 | 0 60 | 22 63 |
| 10. Brockville and Ottawa (and Branch). 11. Ottawa and Prescott..... | 0 86 79 | 1 09 | 1 28 64 | 0 64 11 | 0 67 50 | 0 82 17 | 3 33 | 7 00 | 0 50 | 17 30 |
| 12. Montreal and Champlain..... | | 1 15 | | | 0 73 45 | | 9 64 | 2 81 | 3 92 | 13 83 |
| 13. Caillon and Grenville..... | | | | no return. | | | 6 04 | 5 14 | 3 82 | 13 29 |
| 14. St. Lawrence and Industry..... | | | | no return. | | | | | | |
| 15. Stanstead, Shefford and Chambly..... | | | | no return. | | | | | | |
| 16. Peterborough and Clemons Lake..... | | | | | | | 6 00 | 6 34 | 1 57 | 16 02 |

INSPECTOR OF RAILWAYS OFFICE,
Quebec, September, 1861.

No. 15.—RAILWAYS OF CANADA.

ABSTRACT of Statistical Returns of Railway Companies for the year 1860, shewing the average speed, and the average number of Cars in the Trains.

| CORPORATE NAME OF RAILWAY. | AVERAGE SPEED OF TRAINS PER HOUR, IN MILES. | | | | | | | | | | AVERAGE NUMBER OF CARS IN TRAINS. | | | |
|--|---|-------------------|-----------------------|-------------------|------------------|-------------------|------------------|-------------------|------------|--------|-----------------------------------|----------------|-------|--|
| | Express Trains. | | Accommodation Trains. | | Mixed Trains. | | Freight Trains. | | Passenger. | Mixed. | Freight. | Wood and Main. | Ince. | |
| | Including Stops. | Between Stations. | Including Stops. | Between Stations. | Including Stops. | Between Stations. | Including Stops. | Between Stations. | | | | | | |
| 1 Great Western (and Branches)..... | 24 71 | 27 50 | 19 85 | 22 | 15 50 | 13 66 | 16 | 5 | 21 | 23 | 21 | 21 | | |
| 2 Grand Trunk do | 23 | 30 | 22 | 26 | 17 | 12 | 15 | 4 | 10 | 13 | 10 | 34 | | |
| 3 Northern | 20 | 25 | 19 23 | 22 45 | 15 | 12 | 15 | 6 | 24 | 14 | 15 | 12 | | |
| 4 Buffalo and Lake Huron..... | 24 27 | 25 42 | 19 23 | 22 45 | 14 51 | 11 83 | 15 34 | 2 | 25 | 13 | 10 | 30 | | |
| 5 London and Port Stanley..... | | | | | 18 | 16 | 18 | | | 5 | | 5 | | |
| 6 Welland | | | | | 13 30 | 12 | 15 | 1 | | 10 | | | | |
| 7 Erie and Ontario..... | | No return. | | | | | | | | | | | | |
| 8 Port Hope, Lindsay and Beaverton (and Branch)..... | | No return. | | | 12 | 13 50 | 12 | | | 7 | 10 | 10 | | |
| 9 Cobourg and Peterborough..... | | | | | 13 | 12 | 11 | | | 5 | | 12 | | |
| 10 Brockville and Ottawa (and Branch)..... | 22 | 25 | 14 | 16 | 14 | 12 | 13 | 3 | | 9 | | 8 | | |
| 11 Ottawa and Prescott..... | 30 | 35 | | 21 | 16 | 24 | 21 | 3 | | 8 | | 10 | | |
| 12 Montreal and Champlain..... | | | | 30 | 26 | 30 | 30 | 3 | | | | 3 | | |
| 13 Carleton and Grenville..... | | | | | 9 41 | | | 2 | | 6 | | 6 | | |
| 14 St. Lawrence and Industry..... | | | | | | | | | | | | | | |
| 15 Stanstead, Shelburne and Chambly..... | | | | | | | | | | | | | | |
| 16 Peterborough and Chemung Lake..... | | | | | | | | | | | | | | |
| Average..... | 24 30 | 29 50 | | | | 13 00 | 15 00 | 3 2 | 7 5 | 11 6 | 9 7 | 9 7 | | |

Office of the Inspector of Railways,
Quebec, September, 1861.

No. 16.—RAILWAYS OF CANADA.

ABSTRACT of the Statistical Returns of the Railway Companies, for the year 1860, showing the number of persons employed on all the Railways.

| CORPORATE NAME OF RAILWAY. | At the Head Office. | Telegraph Operators. | Station Agents. | Switchmen. | Others at Stations. | Mechanics and others in Repair and Machine Shops. | On Permanent Way and Works. | Enginemen. | Firemen. | Brakemen and Bugger-men. | Conductors. | Elevators and Shipping. | Total employed on |
|---|---------------------|----------------------|-----------------|------------|---------------------|---|-----------------------------|------------|----------|--------------------------|-------------|-------------------------|-------------------|
| 1 Great Western (and Branches)..... | 38 | 43 | 90 | 70 | 218 | 602 | 740 | 51 | 51 | 113 | 33 | ..... | 2,049 |
| 2 Grand Trunk (do)..... | 74 | 63 | 140 | 119 | 452 | 875 | 813 | 146 | 151 | 186 | 99 | ..... | 3,118 |
| 3 Northern..... | 11 | 10 | 15 | 18 | 60 | 74 | 129 | 14 | 14 | 20 | 9 | ..... | 370 |
| 4 Buffalo and Lake Huron..... | 27 | 4 | 19 | 11 | 35 | 178 | 123 | 14 | 15 | 23 | 7 | ..... | 458 |
| 5 London and Port Stanley..... | 1 | 3 | 3 | 4 | 4 | 4 | 20 | 2 | 2 | 1 | 1 | ..... | 38 |
| 6 Welland..... | 4 | 6 | 6 | 3 | 4 | 24 | 29 | 4 | 4 | 6 | 1 | ..... | 104 |
| 7 Erie and Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | No return. | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 Port Hope, Lindsay and Beaverton (and Branch) | 3 | ..... | 6 | 3 | ..... | 103 | 33 | 2½ | 2½ | 4 | 1½ | ..... | 66 |
| 9 Cobourg and Peterborough..... | 4 | ..... | 7 | 6 | 5 | 5 | 33 | 3 | 6 | 3 | 2 | ..... | 74 |
| 10 Brockville and Ottawa (and Branch)..... | 5 | 1 | 5 | 3 | 14 | 14 | 34 | 4 | 4 | 6 | 2 | ..... | 92 |
| 11 Ottawa and Prescott..... | 4 | ..... | 15 | 7 | 41 | 45 | 58 | 7 | 8 | 12 | 5 | ..... | 202 |
| 12 Montreal and Champlain..... | 1 | ..... | 1 | ..... | ..... | ..... | 4 | 1 | 1 | 1 | 1 | ..... | 11 |
| 13 Carillon and Grenville..... | 3 | ..... | 1 | 2 | ..... | 5 | 6 | 2 | 2 | 2 | 1 | ..... | 24 |
| 14 St. Lawrence and Industry..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 15 Stanstead, Shelburne and Chambly..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 Peterborough and Chemung Lake..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 175 | 127 | 308 | 242 | 833 | 1,837½ | 2,019 | 250½ | 280½ | 377 | 162½ | 14 | 6,000 |

Office of the Inspector of Railways.
Quebec, September, 1861.
Average per mile, 3.27 men.

VERDICT OF THE CORONER'S INQUEST,

On the Fatal Accident which took place on the Great Western Railway on the morning of 19th of March, 1859.

“ That the said William Milne, Alexander Braid, George Morgan, a person called Hans Peter Jochinson, C. Vigil King, and Thomas Fawcett, came to their deaths in the manner following, that is to say :

“ That on the morning of the 16th day of March instant, a certain Locomotive Steam Engine named the “Elk,” with a certain tender and baggage car attached thereto, and worked therewith, and also with drivers, to wit, four cars used for the conveyance of passengers for hire, (and forming the ‘Express’ train going East,) on a certain Railway called the Great Western Railway, and which said cars respectively were then attached and fastened together, and to the said Tender, and were then propelled or drawn by the said Locomotive Steam Engine, and were moving and travelling along the said Railway, towards the City of Hamilton—and the Jurors aforesaid, upon their oaths aforesaid, do further say, that whilst and during the time the said Locomotive, Tender, and Cars, were so moving and travelling along said Railway, they were suddenly precipitated into a breach, which, during a severe storm then raging, had been formed in a certain embankment, forming part of the said Railway, and situated about two miles from the town of Dundas, by means whereof the said William Milne, Alexander Braid, George Morgan, and a person said to be Hans Peter Jochinson, there received divers mortal wounds, bruises, and concussions, of which the said William Milne, Alexander Braid, George Morgan, and a person said to be Hans Peter Jochinson, instantly died ; That the said Charles Vigil King and Thomas Fawcett have subsequently died, and so the Jurors aforesaid upon their oaths do say, that the said William Milne, Alexander Braid, George Morgan, a person said to be Hans Peter Jochinson, Charles Vigil King, and Thomas Fawcett, in manner and by means aforesaid, came to their death, and not otherwise.

“ They further say, that from a personal survey of the scene of said disaster, and a careful examination of the immediate and adjacent grounds made in company with the Provincial Inspector of Railroads, they find that the said embankment has been formed on a slope of the mountain which rises above one hundred feet in height above it, at an angle of about 35 degrees; that the base of said embankment is a continuation of said slopes, though it may not fall at quite so great an angle; that it has been comprised of sand and gravel covering a trestle work, and is about sixty feet in perpendicular height on the south side, and about twenty-five on the north, or side next to the mountain; they further find that the point at which the breach has occurred, seems to be one of conveyance of a large portion of the surface water which is discharged from about sixty acres of the high table land to the northward of the Railway; they also find that the means which have been employed for conducting this converging flow of water from the natural basin, which it seems to have formed for itself at the base of the Railway embankment, have not been sufficient to prevent the water from penetrating it, and thus, no doubt, directly causing the breach which has occurred. They find that at the point of the breach there is no culvert, or drains of any kind through the embankment; and while there is a culvert at the distance of four hundred and fifty feet to the eastward, of quite a sufficient capacity and strength to convey all the water which might, under any circumstances, drain towards it, and a sufficient decline for such drainage, yet the only channel for the intervening distance is formed simply by the angle of depression of the mountain on one side, and the Railway embankment on the other. That the natural drainage of about one thousand feet westward, is towards the said culvert, but the water instead of running down the said channel, has usually percolated through the embankment, except on the occasion of heavy rains, when a considerable portion of it, no doubt, has found its way to the culvert; they also find that the decline towards the culvert is very irregular, for, according to levels taken by the Government Inspector between the breach and the culvert, the greater portion of descent is within fifty feet of the culvert, and the highest point is at a distance of about 350 feet, where the rise is 1,277 feet, while immediately opposite the breach, the rise is only 1,046, shewing a basin of 2 feet 4 inches opposite the breach, which, of course, in cases of heavy rains, would

“ cause a body of water of upwards of two feet in depth to lie at this point or find its way through the loose stones at their base, through or under the embankment itself. Further it is the unanimous opinion of said Jurors, that had there been either a culvert at the point of breach, or an efficient drain constructed, communicating with the existing culvert, the disaster would not have occurred. The said Jurors would further add, that the Railway Company, nevertheless, seemed to have taken every reasonable precaution to provide against all the ordinary contingencies, and that their general arrangements are such as are well adapted for the security of passengers, and it is only to be regretted that their watchfulness has not been adequate to guard against the effects of a storm so severe as that lately experienced. The only suggestion the said Jurors would be disposed to offer in the matter of such arrangements is, that a watchman should be required on occasions of violent rains occurring during the night, to pass frequently over embankments of such magnitude. The said Jurors would further add, that no culpability nor negligence can be attributed to the Conductor or other employés of the Company in charge of the ill-fated train, but on the contrary, their conduct has been characterized by all possible care and efficiency, and every assistance possible under the circumstances, was rendered to the wounded.

“ The said Jurors would, in conclusion, remark that they would fail in their duty, were they not to record their high approbation of the conduct of Mr. Brydges, the Managing Director, and other prominent officers of the Railway Company, on the occasion of the sad accident. Their untiring efforts to alleviate the distress, by the furnishing of medical and other attendance, the opening up of communication with the friends of the wounded, and the facilities which they have in all respects, unsolicited, furnished for satisfactorily conducting this investigation, have been such as to call for the thanks of the said Jurors and all interested.”

(Signed,) JAMES McMILLAN,
Coroner.

A correct copy of the Verdict.

(Signed,) W. C. STEPHENS,
Secretary G. W. R. Co.

No. 17.—RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY of Canada during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|----------|-----------------------|---|--------------------|--------------------|----------------|-------------------------------------|--|--------------------------------------|---|---|---|---|
| REMARKS. | | | | | | | | | | | | |
| 1859. | | | | | | | | | | | | |
| July 4. | | Day Express, West. | Hawkins | Hindmarsh | Gem | Near Ingersoll | John Farrell | Brakesman | Injured his head | | Struck his head against a post while looking out of side of car. | Not seriously hurt. |
| July 15. | | No. 2 West | W. Leonard | Black | Venus | 1 mile east of Wellington Square | Wm. Trouton | Trackman | Killed | | Ran over by train while lying on track, apparently insensible. | |
| July 16. | | | | Pat Maher | Lioness | Hamilton Station Yard | E. Nixon | Car not taken | Killed | | Ran over by Engine Lioness while attempting to get on to the Engine when in motion. He had no business on the Engine. | No Inquest. |
| Aug. 10. | | No. 4 Accommodation East | W. Leonard | Miller | Mercury | 1st crossing west of Wellington Sq. | James Chappell | | Killed | | Chappel was driving a waggon across the track, and being intoxicated, did not take any notice of the train coming. | Accidental death. |
| Sept. 2. | | No. 2 Mixed West | Porter | Haver | Pluto | Mt. Brydges | Isaac Heysett | Brakesman | Killed | | Missed his footing while standing between the cars endeavoring to uncouple them, fell, the two last cars on train passing over him and crushing his head. | Accidental death. |
| Oct. 13. | | No. 4 Freight East | J. Mulreany | G. Knox | Atlas | Woodstock | John Downing | Brakesman | Head crushed | | Head crushed by the stakeholders at the end of two lumber cars striking him while in the act of coupling them. | Not seriously hurt. |
| Oct. 28. | | Mixed East | T. Weston | Williams | Mars | Wyoming, Lambton Co. | Jane Davis | | Killed | | Struck by Engine while walking on the track—the Driver sounded the alarm whistle and put on brakes. | Accidental death. |
| Nov. 1. | | Accommodation West | Griswold | G. Burdett | Paris | 2 miles west of Suspension Bridge | Anna Bryan | Apple pedlar | Not much injured | | Struck by Engine while walking on the track; the accident occurred in consequence of the girl's indecision in stepping first on one side of the track, then on the other. | Not seriously hurt. |
| Dec. 3. | | No. 6 Mixed East and Accommodation East | Flinn Prince | T. Cox G. Lomas | Atlas Ruby | 2½ miles west of Suspension Bridge | C. Kicker | Passenger | Slightly bruised | One Second and Conductors' Car destroyed, one First Class and four Freight Cars slightly damaged. | Accommodation train ran into the rear of the mixed, in consequence of the mixed having been stopped by snow drifts, and the Engine Driver of the Accommodation Train, unable to pull up in time, as the track was slippery with snow. | |
| Dec. 10. | | No. 10 Freight East | John Hall | Thornton | Etna | 2½ miles east of Chatham | An Indian and Squaw, Isaac and Nancy | | Killed | | Ran over by Engine while lying on the track. | Ran over and killed by Engine while in state of intoxication. |
| Dec. 28. | | Yard Engine | | Newcombe | St. Lawrence | Windsor Station Yard | Isaac Covert | | Killed | | Ran over by Yard Engine while standing on track, and being very deaf, did not hear the alarm signal that was sounding at the time. | No Inquest held. |
| Dec. 31. | | No. 9 Freight West | Plummer | Ducker | Lion | Thamesville | Edward Evans | Brakesman | Arm crushed while coupling cars at Thamesville—no bones broken. | | | |

The foregoing is subscribed by William Comber Stephens, Secretary of the Great Western Railway Company, sworn to in my presence as a true Return } according to the best of his knowledge and belief, at the City of Hamilton, in the County of Wentworth, this 23rd day of January, A. D. 1860. }

(Signed,) **ÆMILIUS IRVING,**
A Commissioner for taking Affidavits in the Queen's Bench.

(Signed,) **W. C. STEPHENS,**
Secretary Great Western Railway Company.

No. 18.—RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineer. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-------------------|-----------------------|-------------------------------|---------------------|-------------------|----------------|--------------------|---|--------------------------------------|--|---|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1859. Jan. 31. | P. M. 4 10 | Wood Train..... | H. Dunn..... | J. Corwin..... | 49 | Craigs Road..... | Patrick Lappier..... | | Two ribs broken..... | Sleigh damaged..... | Sleigh Driver pulled up close to crossing; horse took fright and attempted to cross as Train passed; accident occurred at a level crossing. | |
| Feb. 11. | 3 45 | Freight..... | M. Marion..... | W. Schofield..... | 54 | Williamsburg..... | Robert Gray..... | | Killed..... | 2 Engines, 1 box car and several platform cars damaged. | Deceased had been drinking..... | Accidental death. |
| " 14. | 10 30 A.M. | Wood..... | H. Dunn..... | J. Corwin..... | 49 | Arthabaska..... | A. Lafranchise..... | Conductor..... | Killed..... | | The Driver of a Train, approaching the Station when another Train was loading, did not observe a danger signal, and ran into the other Train. Inquest held and Verdict of "Accidental death" returned. | |
| " 14. | 10 30 | Wood..... | A. Lafranchise..... | A. Mackenzie..... | 167 | Arthabaska..... | A. Mackenzie..... | Driver..... | Leg broken. | | | |
| " 18. | 8 00 P.M. | Passenger..... | M. Vallée..... | W. Ogle..... | 195 | Lancaster..... | A. McDonald..... | | Killed..... | | Walking on track intoxicated. | |
| " 19. | Unk'wn. | Freight..... | W. Caffrey..... | S. Burns..... | 206 | Ernestown..... | John Ward..... | Platelayar..... | Killed..... | | Supposed to have been walking on track, found dead..... | Accidental death. |
| " 19. | 9 00 | Mail..... | W. Cooke..... | W. Cone..... | 97 | Grafton..... | S. Nicholls..... | | Killed..... | | Lying on track..... | Accidental death. |
| May 30. | 10 00 A.M. | Passenger..... | M. Vallée..... | T. Adams..... | 89 | Cornwall..... | Unknown..... | | Killed..... | | Supposed Lunatic—walking on track..... | Accidental death. |
| June 4. | 9 00 P.M. | Special Engine..... | | J. Lewis..... | 193 | Near Grafton..... | James Adams..... John Shean..... David Cronen..... Fitzgerald..... | Tracksmen..... | Killed..... Killed..... Seriously hurt..... Killed..... | Hand Car Destroyed..... | These men took a hand car without permission, and were run over by a Special Engine, following a train by which it was duly signalled. | |

Sworn before me this 13th July, 1859.

(Signed,)

T. DOUCET, J.P., District of Montreal.

(Signed,)

GEO. REITH, General Manager.

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineer. | No. of Engine. | Place of Accident. | Name or Description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-------------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|---------------------|--|--------------------------------------|------------------------------------|--------------------------|---|--|
| REMARKS. | | | | | | | | | | | | |
| 1859. July 16. | 7 00 P.M. | No. 5 Freight Train..... | Robert Lee..... | J. Reid..... | 160 | Near Thorndale..... | Catherine Hays..... | Trackman's child. | Killed..... | | Child 18 months old—on the track..... | Accidental death; with caution to fence dwellings off the track. |
| Aug. 3. | 10 00 A.M. | No. 1 Passenger Train..... | Charles Keary..... | W. Winfield..... | 162 | Rockwood..... | R. Brown..... | Wayfarer..... | Arm broken..... | | Deaf, walking on track. | |
| " 31. | 10 30 A.M. | No. 4 Passenger Train..... | M. Roberts..... | J. Hibbert..... | 32 | Durham..... | D. Macdonald..... | Passenger..... | Killed..... | | Standing on platform of Car, contrary to Company's regulation. | No direct evidence; supposed fell from train. |
| Sept. 20. | 8 00 A.M. | Special Engine..... | | P. Broisbeau..... | 35 | Richmond..... | { Patrick Casey..... John McClure..... | Trackmen..... | Killed..... | Hand Car broken..... | Came in collision with Engine coming round a corner..... | Accidental death. |
| " 26. | 9 00 A.M. | Freight Train..... | J. McColl..... | P. Temple..... | 82 | Oshawa..... | J. McColl..... | Employe..... | Arm broken..... | | Coupling Cars—Accidental. | |
| Oct. 27. | 6 30 A.M. | Mail..... | J. S. Clarke..... | W. Cone..... | 195 | Trenton..... | Willson..... | Passenger..... | Injury to hip..... | | Jumped from train while in motion. | |
| Nov. 9. | 3 45 P.M. | Passenger..... | J. Kearney..... | J. Austen..... | 42 | Near Richmond..... | { J. Reynolds..... Mrs. Reynolds..... | Driving in wagon..... | { Much injured..... Killed..... | Waggon broken..... | Drove across track in spite of every effort to stop him by Engine whistle and bell..... | Verdict, "Accidental death," acquitting the Company of blame. |
| " 15. | 5 00 P.M. | Mixed..... | F. Dalbec..... | S. Gibson..... | 186 | Point Levi..... | F. Gingras..... | Passenger..... | Killed..... | | Attempting to get on train in motion..... | "Accidental death." |
| " 18. | 10 00 A.M. | Wood..... | Wm. Neilson..... | James Stewart..... | 156 | St. Mary's..... | Wm. Neilson..... | Employe..... | Killed..... | | Standing on top of Car, fell by accident and was run over..... | "Accidental death." |
| Dec. 13. | 5 30 P.M. | Freight..... | J. Kerr..... | T. Laughlin..... | 72 | Williamsburgh..... | Isaac Deaver..... | Wayfarer..... | Killed..... | | Accident occurred at a level crossing. Deaver was so intoxicated he could give no account of it, and afterwards died. | "Killed while crossing track in a state of intoxication." |

Sworn before me, this 14th January, 1860.

8

(Signed,)

T. DOUCET, J. P.

The above is correct, to the best of my knowledge and belief.

(Signed,)

WALTER SHANLY, General Manager, G. T. R. Company.

No. 19.—RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by the Company to prevent recurrence. | Verdict of Coroner's Jury. |
|------------------|-----------------------|-----------------------------------|--------------------|----------------------|----------------|--------------------|--|--------------------------------------|--------------------------------|--------------------------|---|---|
| REMARKS. | | | | | | | | | | | | |
| 1859. Jan. 4. | 6.00 p.m. | Accommodation..... | W. H. McDonald. | Levi Williams..... | 12 | Lefroy..... | John Greaves..... | Neither passen- or employé. | Killed..... | | It was dark; Greaves was lying on the track; the Train ran over him a quarter of a mile south of Lefroy; died a few minutes after..... While loading Spar Train at Angus, one of the spars fell on him, killing him instantly..... Accommodation going north, met the Spar Train at Richmond Hill and took the siding; the Switchman was confused, did not turn the switch upon the main track. The train being heavy, and the grade a descending one of sixty feet; the curve obstructing the view of the Engineman; Engine and forward part of Train ran off track; detained two hours—no material damage. An aged Irish woman had her arm crushed while picking up pieces of wood from under the cars; one of which being moved whilst she was thus engaged caused the accident. She was not observed by the employés until after the arm was broken. | Accidental death. Accidental death, and no blame could be attached to any one. |
| March 9. | Day..... | Spar Train..... | George Palin..... | E. Rathburn..... | 2 | Angus..... | James Carey..... | Employé..... | Killed..... | | | |
| " 10. | Day..... | Spar Train..... | George Palin..... | Edward Deverill..... | 8 | Richmond Hill..... | | | | | | |
| June 30. | Day..... | Train unloading in Freight house. | | | | | Mrs. Roach..... | | Arm broken..... | | | |

Sworn before me, at Toronto, July 4, 1859.

(Signed,)

WM. WAKEFIELD, J. P.

(Signed,)

J. LEWIS GRANT, Superintendent.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|------------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|---------------------|--|--------------------------------------|--------------------------------|--------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1859 July 19. | 8.00 p.m. | Special Train..... | H. Roberts..... | C. McColl..... | 14 | Bradford..... | Wm. Sheppard..... | News Vendor..... | Arm cut off..... | | Wm. Sheppard, News Vendor,—on the day of St. George's Society's Special Train, became intoxicated, and disregarding the injunctions of the Conductor to remain still in the cars, endeavored to pass from one to the other while in motion, and fell between them and was injured so that he died in a few days after. The Coroner's Jury exonerated the Company from blame. Accommodation South came in contact with a waggon at "Davenport Road." At the above-mentioned place is a gravel pit; the track, from which crosses the highway, is parallel with the track. The horse and waggon referred to were standing between the two tracks. The horse, frightened by the Gravel Engine, backed up, and waggon was hit by the passing train and badly broken. The occupants were not materially injured. A suit was brought by him, which was decided in favor of the Company. Ran over a cow in the night, half a mile north of Lefroy. Threw tender and four box-cars off the track, completely destroying two of the cars; the fence was in good order at the above place. Was found near Long Bridge, after Train had passed, very much intoxicated, with his foot cut off; he was (according to his own statement) on the track, very much intoxicated, and did not hear the Train in time to save himself. | |
| Aug. 23. | 10.00 a.m. | Accommodation (South)..... | John Harvie..... | C. McColl..... | 14 | Davenport Road..... | Muldoon..... | | | | | |
| Nov'r 3. | 10.00 p.m. | Extra Freight (North)..... | George Palin..... | C. Lathrop..... | 11 | Near Lefroy..... | | | | | | |
| Nov'r 7. | 8.00 p.m. | Accommodation (South)..... | George Watson..... | L. Williams..... | 16 | Near Barrie..... | George Purce..... | "Other," | | | | |

Subscribed and sworn before me this 3rd day of January, 1860.

No. 20.—RETURN of the Accidents and Casualties which have occurred on the BUFFALO and LAKE HURON RAILWAY, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|--------------------|-----------------------|--|--------------------|--------------------|----------------|----------------------------------|--|--------------------------------------|---|--------------------------|--|----------------------------|
| 1859. Jan. 6... | 6 30 a.m. | { Live Stock and Freight Train, Cars being shunted on to the Ferry boat..... | None..... | Hollingbrooke..... | 28 | Fort Erie..... | Edward Buckley... | Employé..... | { Contusion and Laceration of the arm and shoulder. } | | { Breaking down of Bridge—The Bridge has been re-built, of increased strength. | |
| Feb. 2... | 10 00 p.m. | Special Engine..... | None..... | Enoch Bowen..... | 16 | ½ mile east of Carron Brook..... | George Lane..... | Stranger..... | Killed..... | | Intoxicated—walking on the track..... | |
| June 15... | 10 00 p.m. | No. 8, Accommodation West. | R. M. Frost..... | Robert Gladders.. | 12 | ½ mile east of Goderich..... | George Wright..... | Employé, — Section man. | Killed..... | | Intoxicated—on the track. | |

Sworn before me at Fort Erie, C. W.; this 7th July, 1859.
(Signed,) JAMES PATTON, J. P.

(Signed,) J. B. WATTS,
Road Superintendent, B. & L. H. Railway.

RETURN of the Accidents and Casualties which have occurred on the BUFFALO and LAKE HURON RAILWAY during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|---------------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--|--|--------------------------------------|---|--------------------------|---|--|
| 1859. July 14... | 2 00 a.m. | No. 1 Night Express..... | H. K. House..... | M. Robertson..... | No. 5..... | Brigg's crossing, between Dunville and Canfield..... | R. Smith (colored man)..... | { (Neither) trespassing on track. } | Killed..... | | { Walking upon track ahead of engine; supposed to have been intoxicated..... | { Accidental death. "Killed by being on the track." } |
| Dec. 16. | 9 40 a.m. | No. 2 Mixed..... | James Quinlan.... | Bowen..... | No. 16..... | Plattsville Station..... | Frederick Finnis..... | Brakesman..... | { Killed while in the act of coupling engine to cars. } | | { Failure to enter draw bar of engine properly; was told to get out of the way, but persisted in remaining..... | { "We, the jury, consider that Frederick Finnis came to his death by an accident arising from his own carelessness." } |

PROVINCE OF CANADA, COUNTY OF WELLAND, } I, ABRAHAM FELL, of the City of Buffalo, in the State of New York, and Superintendent of the Buffalo and Lake Huron Railway Company, solemnly declare upon oath that
TO WIT: } the annexed return embraces, to the best of my knowledge and belief, all Accidents and Casualties to life occurring and had upon the said Railway during the year 1859. So help me God.

Sworn before me at Fort Erie, this Ninth day of January, 1860.
(Signed,) RICHARD GRAHAM, J. P., for the County of Welland.

(Signed,) ABRAHAM FELL.

No. 21.—RETURN of the Accidents and Casualties which have occurred on the LONDON AND PORT STANLEY RAILWAY, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|------------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|--------------------|--|--------------------------------------|--------------------------------|--------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1859 June 24. | 1.00 p.m. | Special | Wm. Fraser..... | W. Harrison | 2 | Near Stanley..... | Ann Lavis..... | Trespasser..... | Killed..... | | Walking on track, and being deaf and dumb, could not hear the approach of the train. | |

Sworn before me, this 7th day of July, 1859.

(Signed,) S. MORRILL, J. P.,
London, Canada West.

(Signed,) W. BOWMAN,
Superintendent L. & P. S. Railway Company.

No. 22.—RETURN of the Accidents and Casualties which have occurred on the WELLAND RAILWAY, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|------------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|---|--|--------------------------------------|--------------------------------|--------------------------|---|---|
| REMARKS. | | | | | | | | | | | | |
| 1859 Aug. 30. | 6.45 p.m. | 4 Passenger..... | Thos. H. Towers.. | James Ratcliffe.. | 3 | { Wilson crossing, near St. Cath- erines | | | | A Cow killed..... | { Boy attempted to drive the animal over a crossing immediately before the approaching Train. The bell and whistle were sounded as usual at crossing. | |
| Sept. 2. | Unknown.. | Ballast..... | | Mark Stott..... | 1 | Balls Crossing, Grantham..... | | | | A Hog killed | At large on the track contrary to Statute. | |
| " 20 | " | Ballast..... | | Mark Stott..... | 1 | Thorold | | | | A Hog killed | At large on the track contrary to Statute. | |
| " 22 | " | Passenger | Thos. H. Towers.. | James Ratcliffe.. | 3 | Crowland..... | | | | A Heifer killed..... | Ran on to a crossing in front of Train. | |
| " 23 | " | Ballast | | Mark Stott..... | 1 | Grantham..... | Daniel O'Hearn..... | Other..... | Death | | { Threw himself upon the track immediately before the train } while in motion. | Suicide. |
| Nov. 4. | | Freight and Passenger..... | | James Ratcliffe.. | | St. Catherines..... | John Wright..... | Brakesman | Death | | Caught between the bumpers while coupling cars..... | No Inquest. |
| " 24 | 1.00 p.m. | Freight and Passenger..... | | James Anderson.. | | St. Catherines..... | John Crosby..... | Brakesman | Death | | Caught between the bumpers while coupling cars..... | Killed by unnecessarily placing himself between the cars. |
| " 26 | Unknown.. | Ballast..... | | Wm. Morrison .. | 4 | Grantham | | | | A Colt killed | Attempting to run over a crossing in front of the train. | |
| Dec. 9. | 1.00 p.m. | Engine and Tender..... | | Wm. Morrison .. | 4 | St. Catherines..... | | | | A Horse injured | Frightened at approach of Engine, and ran against a fence. | |

Sworn before me at St. Catherines, the third day of April, A.D. 1860.

(Signed,) ALPHEUS S. ST. JOHN,
A Commissioner in B. R., &c.

I, HIRAM SLATE, Secretary of the Welland Railway Company, make oath and say, that the foregoing return of Casualties is a correct statement.

(Signed,) HIRAM SLATE,
Secretary Welland Railway.

No. 23.—RETURN of the Accidents and Casualties which have occurred on the BROCKVILLE AND OTTAWA RAILWAY, during the half-year ending the 30th December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|--------------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|---|--|---------------------------------------|--------------------------------|--------------------------|---|---|
| 1859. Sept. 19. | 8 30 a.m. | Passenger Train..... | Alexander Allan.. | Myron Ellis..... | 2 | Perth Station..... | James Peele | Switchman..... | Killed | None | While coupling the Tender to the Train, was caught between the forward timbers and crushed so that he died the same night. No blame attached to the Engine driver..... | No Inquest. |
| Nov. 2... | 5 40 p.m. | Passenger Train..... | Henry Burrison.. | Myron Ellis..... | 1 | { Near Packer Street Flag Station, 5 miles from Brockville..... | Samuel Wylie, Foreman of Track-repairs; John Dixin and Thos. Cook, Section men, on Sec. No. 2. } | Track-repairers... } | { Killed | Broke hand-car..... | The Passenger Train which left Brockville at 5.20 p. m., ran into a hand-car near Packer Street Flag Station, containing Samuel Wylie, foreman, John Dixin, and Thomas Cooke, section men, killing Wylie and Dixin instantly, and injuring Cooke so severely, that he died the same night; a heavy storm of snow was raging, which prevented the Engine driver from seeing the hand-car in time to prevent the collision. The men were absent from duty and had no right to be on the track at the time; they were all intoxicated. | "That the men killed, came to their death through the means of Intoxication, and that neither the Engine Driver nor the Company were to blame." |

Sworn before me at Brockville, this thirteenth day of March, 1860.
(Signed) E. LAWLESS, J. P.

I, ROBERT WATSON, Managing Director of the Brockville and Ottawa Railway, make oath and say that the above is a true Return of the Accidents and Casualties which have occurred on the Brockville and Ottawa Railway, during the half year ending 31st Dec., 1859.
(Signed) ROBERT WATSON.

No. 24.—RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN RAILWAY, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|-------------------|-----------------------|-------------------------------|--------------------|--------------------|------------------|--------------------|--|--------------------------------------|--------------------------------|--------------------------|---|--|
| 1859. Feb. 18. | 1 00 p.m. | None | None | A. Bullis..... | Caughnawaga..... | Grande Ligne..... | Joseph Coupal..... | Other..... | Leg broken..... | None | Attempting to cross the track from between cars standing on side-track, when an extra Engine was passing the Station... | |
| May 6... | 2 00 p.m. | Accommodation | A. Coulonobec..... | James Bray..... | Dorchester..... | St. John's..... | Joseph Bromly..... | Other..... | Killed | None | Threw himself across the track, about 30 feet ahead of the Engine, as the train approached the Station..... | Verdict, "That the said deceased came to his death by having voluntarily thrown himself on the track of the Railroad, at St. Johns, in a state of alienation of mind." |

Sworn before me at Montreal, this Ninth day of June, 1859.

I hereby swear that the above return is correct and true, to the best of my knowledge and belief.

No. 25.—RETURN of the Accidents and Casualties which have occurred on the GRENVILLE and CARILLON RAILWAY, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|--------------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|--------------------|--|---------------------------------------|--------------------------------|--------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1859. July 1... | 8 1/2 p. m. | Empty Platforms. | J. Barclay..... | S. Sykes..... | 2 | Chatham..... | Minnie McCoy..... | Other, a girl seven years of age..... | Toes of one foot lost.... | Smashed Hand-car.... | A daughter and two nieces of the Agent at Chatham, took the Hand-car after dark, thinking no more trains would pass that night, ventured upon the line, and while running backwards towards a place where the summit of two gradients a curve (in the woods), and the dusky light of the moon prevented their being seen in time to avoid a collision. | |

The road was closed for the winter on the 26th November.

(Signed,) J. F. BARNARD, Superintendent.

No. 26.—RETURN of the Accidents which have occurred on the GREAT WESTERN RAILWAY of Canada, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|---------------------|-----------------------|---------------------------------|--------------------|--------------------------|------------------------------------|----------------------------|--|--------------------------------------|--------------------------------|--------------------------|---|--|
| REMARKS. | | | | | | | | | | | | |
| 1860. Jan. 7.... | 5 12 p.m. | Day Express East.... | Goodrich..... | Wylie..... | Elk..... | St. Catharines..... | Cunningham..... | Passenger..... | Arm Crushed..... | None..... | Jumped off a train while in motion and fell under a car. | |
| Feb. 2.... | 9 15 a.m. | No. 1 Freight East.... | Delany..... | Robertson..... | Tiger..... | Paris..... | James Ross..... | Brakesman..... | Arm Crushed..... | "..... | In coupling cars. | |
| Jan. 7 ... | 11 58 a.m. | Day Express East.... | Goodrich..... | D. Noble..... | Greyhound..... | Komoka..... | Bromley..... | Brakesman..... | Slightly Crushed..... | "..... | In coupling Paymaster's car. | |
| Feb. 21.. | 2 40 p.m. | No. 2 to Toronto..... | Leonard..... | Marks..... | Titan..... | Port Credit..... | Camberidge..... | Brakesman..... | Killed..... | "..... | In attempting to catch a flat car, (although told by the Conductor not to do it while in motion,) was jerked forward under the car..... | "Deceased came by his death from inexperience. Compy censurable for not having brakes on all cars. |
| Feb. 24.. | 10 20 p.m. | No. 10 Freight East... | Hall..... | Grant and Pierpoint | Ixon and Cyclops.. | Chatham..... | John Taylor..... | Brakesman..... | Killed..... | "..... | In coupling cars, fell across cattle-guard..... | "Accidental death." |
| March 6.. | 3 00 a.m. | Night Express East... | Hawkins..... | Donely..... | Reindeer..... | Near Grimsby..... | Joseph Moore..... | Brakesman..... | Killed..... | "..... | Ran over by train; body found by trackmen at 6.08 a.m..... | "Accidental death." |
| March 19 | 11 30 p.m. | Emigrant West..... | Thompson..... | Con. Mahon and Fielding. | Chatham, Panther, & G. Stephenson. | Near Flamboro'..... | Thomas McDonald..... | Brakesman..... | Killed..... | "..... | In signalling Engine-Driver, lost his balance and fell under the car..... | "Accidental death." |
| April 3... | 7 00 a.m. | Special Freight..... | Baillie..... | Jackson..... | Elephant..... | Beachville..... | A. Hackett..... | Brakesman..... | Arm severely crushed. | "..... | While coupling two timber cars. | |
| April 12.. | 1 20 p.m. | Morning Express..... | Thompson..... | Mason..... | Prospero..... | Near Glencoc..... | Secord..... | Brakesman..... | Killed..... | "..... | Walking on the track..... | "That Secord was deaf, and did not hear the whistle." |
| April 21.. | 3 50 p.m. | Special Freight..... | Hall..... | Morris..... | Panther..... | Wanstcad..... | R. Finlayson..... | Tavern-keeper..... | Arm Crushed..... | "..... | Attempting to jump on train after closing switch. | |
| April 23.. | 3 40 a.m. | Emigrant..... | Flynn..... | Lorve..... | Bison..... | Ingersoll..... | Thomas Craft..... | Switchman..... | Foot injured..... | "..... | Attending to some shunting; tried to jump on Engine. | |
| June 15.. | 9 30 p.m. | Shunting..... | Martin..... | Martin..... | Erie..... | Suspension Bridge..... | Chadwick..... | Yardsman..... | Killed..... | "..... | Run over by Engine..... | "Accidental Death." Engine driver exonerated from blame having used all precaution to prevent accidents. |
| June 28.. | 9 30 a.m. | No. 1 Accommodation to Toronto. | Barrett..... | Black..... | Minerva..... | 12 miles east of Hamilton. | John Weimer..... | Other..... | Both Legs Broken..... | "..... | Was asleep on side of track, and jumped up and ran right under the Engine; was in safety where he was lying.—Reported to be recovering. | |

Sworn before me, at the City of Hamilton, this 17th day of July, 1860.

(Signed,) EMILIUS IRVING,
A Commissioner for taking Affidavits in the Queen's Bench.

I, William Comber Stephens, of the City of Hamilton, Secretary of the Great Western Railway Company, make oath and say, that the foregoing, on two sheets of paper written, is a Return of the Casualties and Accidents on the G. W. Railway, during the period specified.

(Signed,) W. C. STEPHENS, Secretary G. W. R. Co.

No. 26.—RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY of Canada, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to Property | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|----------------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|---|--|--------------------------------------|--|-------------------------|--|---|
| REMARKS. | | | | | | | | | | | | |
| 1860 July 26. | 10.00 a.m. | Day Express West..... | Wilby | Mason | 84 | 126 mile post, between London and Komoka. | Patrick Ryan..... | Brakesman..... | Head bruised slightly. | | Struck his head against a Bridge while on the roof of a Car. | |
| Aug. 2... | 3.00 p.m. | Express to Toronto..... | Barrett | Black | 20 | 400 yards West of Hamilton..... | James Cooper..... Thomas Johnson..... | Fireman..... Porter..... | Bruised and scalded... Bruised..... | | Boiler burst, throwing the Engine off the track. | |
| Aug. 31. Sept. 6. | | Shunting | Vary | Glass | 36 | Sarnia | D. W. Vary..... | Conductor..... | Bruised badly..... | | Crushed between a Car and door-frame of Elevator. | |
| | | No 1 Accommodation West..... | Prince | Lomas | 68 | 1 Mile East of Thorold..... | Bernard Oates..... | Other..... | Both arms broken and head badly bruised. | | Walking on the track, and watching a train on the Welland Railway, did not see our train, or hear the whistle; being in a curve, the Engineman did not see him in time to stop before reaching him. | |
| Oct. 3... | | Night Express West..... | Patching..... | Noble | 85 | 1 1/2 Mile East of Windsor | Rosch..... | Trackman | Seriously injured..... | | Was injured by his own carelessness, being on the track in a hand-car on the time of Express Train. | |
| Oct. 3... | | No. 6 Accommodation West..... | Brodie | McDonald..... | 12 | 1/4 Mile East of Stony Creek..... | M. Malaky, 3 yrs. of age. | Child of Trackman. | Killed | | Attempting to run across the track, so close to the train, that it was impossible for the Engineman to stop short of him..... | No Inquest. |
| Oct. 11. | | No. 8 Emigrant West..... | Mackey..... | Welch | 68 | Paris Station..... | Thomas Gray..... | Car Inspector. | Killed | | Special Freight Train going East on the Buffalo and Lake Huron Railway, ran through the Emigrant Train, on G. W. Railway, at the crossing at Paris Station, owing to the B. & L. H. Railway Companies' trainmen neglecting to comply with the rules of the Companies, which require them to come to a dead stand upon passing over the crossing. | "We find that the deceased, Thomas Gray, came to his death caused by injuries received by the Special Train on the Buffalo & Lake Huron Railway running into the Emigrant Train on the Great Western Railway, which seemed unavoidable under the circumstances of the case. We also find from the evidence produced, that a sufficient force of Brakesmen were not employed on the Buffalo and Lake Huron Train to govern its speed. We also find that the employes on the Great Western and Buffalo & Lake Huron Railways, were not in the practice of attending to the rules of the Companies, viz.: to come to a dead stand before passing over the crossing where the accident occurred, and would recommend that this rule in future be rigidly enforced." |
| Oct. 28. | | No. 5 Freight West..... | Barr | Marks | 79 | Chatham..... | Higgins | Other..... | Slight contusion on back of head. | | Was lying between the rails; before the train could be brought to a stand, it had passed over him. | |
| Nov. 7. | | | | | | 1/4 Mile East of Dundas..... | Andrew Murphy..... | Trackman..... | Killed | | Found dead upon the track, having apparently been run over by a train, both legs being cut off above the knee..... | No Verdict. |
| Nov. 10. | | No. 8 Freight East..... | Watson | Heaver | 48 | 4 Miles East of Windsor..... | Jas. Rice, colored man..... | Other..... | Killed | | Run over while laying on the track in a state of intoxication. | Accidental Death. |
| Nov. 12. | | Mixed East..... | Meston | Williams | 40 | Watford | Andrew Murphy | Brakesman..... | Crushed finger | | While coupling cars, his left hand was caught between the bumpers. | |
| Nov. 23. | | No. 8 Freight East..... | Reese..... | Heaver & Phelps. | 48 & 77 | London | Adam Miller | Brakesman..... | Killed | | While in the Act of passing under the train, was caught in the wheels of a car and received injuries, from the effects of which he died..... | No Inquest. |

NOTE.—The G. W. Railway Company demur to that portion of the Verdict which states that the Employes of the G. W. Company were not in the practice of attending to the rules of the Company, to come to a dead stand before passing over the crossing where the accident occurred. The rules of the Company require all Trains to come to a dead stand before crossing the B. & L. H. track, and no case has been reported of that rule having been neglected. The B. & L. H. Company has since put in a switch alongside the G. W. track, on to which their trains now run before crossing the Great Western Railway.

W. KNAPP HENDERSON,
A Commissioner in B. R., &c.

(Signed,) W. C. STEPHENS,
Secretary G. W. R. Company.

No. 27.—RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada, during the year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or Description of person injured or killed. | Whether passenger, employe or other. | Nature of Accident to Persons. | Damage done to property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-----------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|--------------------------------------|--|--------------------------|--|---|
| REMARKS. | | | | | | | | | | | | |
| 1860. | | | | | | | | | | | | |
| Jan'y 3. | 6.10 a.m. | Freight | W. Kingston | J. Cotterell | 177 | Near Trenton | G. McComb | Employe | Killed | Cars damaged | Broken rail—Train ran off track. | |
| " 9. | 3.20 p.m. | No. 2 Express | J. Way | J. Sheaffer | 95 | Guelph | J. Johnson | Employe | Killed | None | Slipped on snow and was struck by passenger Train | " Accidental death." |
| " 9. | 8.00 p.m. | Mixed | P. Rafferty | J. Findly | 179 | Belleville | Mrs. Kavanagh | Resident | Broken Leg | " | Trespassing on track—drunk. | |
| Feb. 3. | 3.30 p.m. | Freight | J. Paulet | J. Millington | 176 | Matilda | C. Gagnac | Employe | Hand bruised | " | Hand bruised coupling cars. | |
| " 18. | 11.00 a.m. | No. 1 Mail | M. Roberts | J. Corwin | 30 | Near Hadlow | R. Specker | Laborer | Ankle Broken, &c | " | Trespassing on track—struck by snow-plough. | |
| Mar. 8. | 4.00 a.m. | Wood | J. B. Odell | J. Brownlow | 71 | Brockville | J. Cavan | Employe | Killed | " | Crushed while coupling Engine to Train. | |
| " 31. | 2.00 p.m. | Special Freight | W. Mack | P. Temples | 196 | Near Scarboro' | P. Mack | Employe | Hand and one foot bruised | " | Fell between the cars. | |
| April 2. | 11.05 a.m. | No. 2 Express | C. Keary | W. Wingfield | 162 | Weston | J. Rankin | Wayfarer | Leg dislocated | " | Deaf and infirm—crossing the track. | |
| " 4. | 2.30 a.m. | Freight | R. G. Hudson | B. Wortly | 178 | Bowmanville | J. Brown | Employe | Hand bruised and amputated. | " | Coupling cars carelessly. | |
| " 7. | 2.00 p.m. | Mixed | P. Rafferty | S. Hall | 81 | Oshawa | J. Rafferty | Employe | Killed | " | Standing on top of car—struck by a bridge | " Accidental death." |
| " 7. | 3.00 p.m. | Pilot Engine | W. Kingston | J. Laroche | 21 | Point St. Charles | W. Kingston | Employe | Hand bruised | " | Coupling cars. | |
| " 17. | 7.45 p.m. | Tie Train | J. W. Landrum | W. Baxter | 159 | Stratford | T. Teehan F. Murphy Sixteen Men | Laborer Employe Laborers | Killed Injured and died at Hospital | Car damaged | Collision between Tie Train and Freight Train | " Neglect on part of Landrum and Baxter, in not attending to the Co's Rules." Arrested to wait trial. |
| " 23. | 3.00 p.m. | Dallast | P. Denis | H. McGuire | 8 | Near Charrons | C. Martinbeam | Laborer | Killed | None | Deaf—walking on track—trespasser | " Accidental death." |
| " 30. | 9.15 p.m. | Express | M. Cook | C. Draeett | 199 | Newtonville | G. Elliot | Passenger | Foot crushed | " | Jumped off Train while in motion. | |
| May 5. | 9.35 p.m. | No. 4 Mail | J. W. Spreatt | Jos. Reid | 98 | St. Paul's | J. Campbell | Wayfarer | Killed | " | Drunk—walking on track | Same effect. No blame to the Company. |
| " 16. | 11.00 a.m. | Empty Train | A. D. Doughty | D. Preston | 200 | Toronto | W. Gallagher | Trackman | Killed | " | Walking on track | Accidental death. |
| June 9. | 11.00 a.m. | Way Freight | W. Kingston | P. Paterson | 204 | Near Trenton | J. Reynolds | Wayfarer | Killed | " | Deaf and dumb—trespassing on track | Accidental death. |
| " 13. | 11.00 p.m. | Freight | W. S. Goudy | J. Blackbird | 152 | Malton | J. Hearn | Wayfarer | Killed | " | Drunk—trespassing on track | " Habitual drunkard—Accidental death." |
| " 19. | 4.00 p.m. | Freight | P. Smith | J. Wilson | 147 | Forrest | H. Donald | Employe | Internal injury | " | Carelessness in coupling cars. | |
| " 20. | 11.05 a.m. | Freight | J. Dixon | R. Jones | 161 | Guelph | J. Thorp | Wayfarer | Killed | " | Crossing track in front of Train | Special Verdict—recommending gates. |
| " 23. | 5.10 p.m. | Mixed | J. H. Hunt | A. Lamorne | 193 | Newcastle | G. Fisher | Wayfarer | Cut over eye | Buggy broken | Intoxicated—crossed track in front of Train. | |
| " 26. | 11.45 p.m. | Express | J. S. Wood | N. Bush | 67 | Lancaster | J. Davidson | Passenger | Abrasion on hand | Cars damaged | Train ran over four horses—cars off track. | |
| " 29. | 6.00 a.m. | Freight | M. Valle | J. Finn | 14 | Boundary Line | P. Murray | Child | Killed | None | Child fourteen months old—sitting on track. | |
| July 11. | 6.50 p.m. | Express | W. Cooke | D. Preston | 35 | Kingston | Charles Ham | | Killed | " | Crossing track in waggon, which was struck by Train; horse ran away, dragging Mr. H., who struck his head on a stone and was killed. | " Neglect of those whose duty it was to give requisite signals." |
| " 12. | 11.30 p.m. | Freight | P. Charlebois | J. Byrd | 188 | Near Williamsburg | Abraham Hopper | | " | " | Intoxicated on track | " Accidental death." |
| " 14. | 10.15 p.m. | Freight | J. Higgins | F. Richardson | 204 | Near Cobourg | John Richardson | | " | " | Supposed to have been drunk | " Accidental death." |
| " 30. | 9.20 a.m. | Wood | A. Lawrie | S. Castle | 98 | Near Sarnia | Jas. Burke... (1) John Nolan... (2) | Contract's Employe | Ankle dislocated (1)...internally injured... (2) | Four cars demolished | Wood cars broken down. | |
| Sep. 11. | 4.00 p.m. | Pilot | J. Christopher | W. Somerville | 205 | Don | W. Shunham | | Killed | " | Boy hanging on cars; head crushed against bumper | " Accidental death." |
| " 19. | 11.40 a.m. | Freight | W. Goudy | J. McIlwane | 37 | Guelph | Edward Johnston | Employe | " | " | Carelessly coupling cars | " |
| Oct'r 12. | 9.00 a.m. | Freight | W. Haynan | J. Brodin | 203 | Near Brockville | Unknown | | " | " | Supposed to have been insane—lying on track | " |
| " 25. | 1.00 a.m. | Freight | A. Connor | W. Armstrong | 150 | Toronto | Pat. Rafferty | Wayfarer | " | " | Drunken soldier lying on track | " |
| Nov. 18. | 7.10 p.m. | Mixed | J. Draper | J. Blackbird | 152 | Near Forest | Duncan Perrin | | " | " | Drunk | " |
| " 16. | 6.00 p.m. | Mixed | J. Draper | J. Blackbird | 152 | Near Westwood | Jas. Salter | | " | " | Drunk | " |
| " 17. | 7.30 p.m. | Express | J. S. Clarke | W. H. Cone | 198 | Whitby | Thos. Shaw | | " | " | Drunk—caught in cattle guard | " |
| " 17. | 12.00 p.m. | Mixed | W. Browning | P. Condon | 47 | Becancour | J. McDonald | Passenger | " | " | Standing on platform—fell between cars | " |
| Dec'r 1. | Unknown | Unknown | Unknown | Unknown | Unknown | Near Richmond | Unknown | | " | " | Supposed to have fallen from mail train | " |
| " 10. | Unknown | Unknown | Unknown | Unknown | Unknown | Vanson's Pond | Henderson | | " | " | Found near track, mangled—unaccountable | " |
| " 15. | 5.00 p.m. | Mail | J. B. Harris | J. Donaldson | 90 | Near Brockville | Louis Stick | | " | " | Drunk Indian | " |
| " 21. | 4.00 p.m. | Special | A. McNab | J. Balfour | 84 | Port St. Charles | Dunn | Passenger | Head and arm injured; arm amputated, but death ensued on Dec'r 24. | " | Drunk—attempting to get on cars in motion. | |

Sworn before me, this fourth day of January, 1861, at Montreal.

The above is correct, to the best of my knowledge and belief.

No. 28.—RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-------------------|-----------------------|-------------------------------|---------------------|---------------------|----------------|-----------------------|--|---------------------------------------|--------------------------------|--------------------------|--|--|
| REMARKS. | | | | | | | | | | | | |
| 1860. May 2... | 2 00 p.m. | Timber Train..... | Green..... | Ed. Rathbun..... | Ontario | Lundy's Cut..... | Joseph Raffan..... | Employé..... | Severe blow..... | | In coming round Lundy's Cut, a stake gave way, and a piece of timber fell off the Cars, and, canting up, struck Raffan. He has since recovered. | |
| May 4... | 5 00 a.m. | Timber Train..... | Lawrence..... | S. Jackman..... | 4 | 10th Line..... | Michael Tobin..... | Employé..... | Killed..... | | He was intoxicated—it is supposed the Train going north killed him—the Engineer not knowing anything had happened until he received a telegraph. An inquest was held, exonerating Engineer from all blame. | Accidental death. |
| May 12... | 6 00 a.m. | Timber Train..... | Lawrence..... | Wm. Dunstan..... | 9 | 12th Line..... | Robert Shad..... | Employé..... | Severe blow..... | | While backing up the Train to Barrie, Shad was standing on the Caboose, and, not stooping when he came to the Bridge, received a severe blow; resumed work a few days after. | |
| May 24... | 3 30 a.m. | Timber Train..... | Lawrence..... | C. E. Lathrop..... | 2 | King..... | Neil Wilkey..... | Farmer..... | Leg cut off..... | | This man was drunk, walking on the track; on the Train nearing him he stepped off the track; half the cars had passed, when he reeled against the train, falling under the cars; one of his legs was cut off. He is living and reported to be doing well. | |
| June 2... | 4 00 p.m. | Freight Train..... | Parker..... | H. Boynton..... | 8 | Barrie..... | P. McManus..... | Brakesman..... | Foot hurt..... | | Foot caught between draw-heads, flesh wound; no bones broken. | |
| June 13... | 3 02 p.m. | Switching Train..... | Andrew Laidlaw..... | David Sheeby..... | 1 | Collingwood..... | Andrew Laidlaw..... | Conductor..... | Legs broken..... | | Whilst coupling cars, his foot catching on a tie, the wheels of the Engine passed over his legs; his left leg was amputated, the right was also badly injured. He died two days after. | Coroner did not think inquest necessary. |
| June 27... | 2 00 p.m. | Timber Train..... | Frs. Lawrence..... | C. E. Lathrop..... | 2 | Near Lefroy..... | Francis Lawrence..... | Conductor..... | Arm fractured..... | | An axle under a load of timber gave way, throwing three cars off the rails; a piece of timber was forced through the end of the Conductor's Car, fracturing his arm while in the act of applying the brake. He is under medical treatment, and doing well. | |
| Sept. 6... | 4 00 p.m. | Through Freight..... | Isaac McDonald..... | Chas. Lathrop..... | 2 | Lefroy..... | George McGruther..... | Stranger..... | Both legs cut off..... | | Run over whilst lying intoxicated on the track, with a jug of whisky by his side; he died a few hours after. | Accidental death. |
| Nov. 16... | 6 00 a.m. | Express Train..... | John Harvie..... | George Lathrop..... | 3 | Near Nottawasaga..... | Thos. Sullivan..... | Employé..... | Killed..... | | Remains found upon the track by Mail Train north; supposed to have been killed by Express Train south, before daylight. | Accidental death. |

Sworn and subscribed before me at Toronto, January 8th, 1861.

(Signed,) RICE LEWIS, J. P.

(Signed,) J. LEWIS GRANT, Superintendent.

No. 29.—RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY of Canada, during the half-year ending the 30th of June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | Name of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by the Company to prevent recurrence. | Verdict of Coroner's Jury. |
|--------------------|-----------------------|-------------------------------|----------------------|---------------------|-----------------|------------------------|--|--------------------------------------|--------------------------------|---------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1860. May 10... | 9 50 p.m. | Special Freight..... | William Berry..... | Robert Henchey..... | Minnesota. | Caulfield Station..... | No injury to persons..... | | | Five Hundred Dollars..... | Switch left wrong by Station Master—Station Master removed. | |
| May 11... | 4 20 p.m. | Special Freight..... | Charles English..... | James Hall..... | Milwaukee. | Tavistock Station..... | Charles English..... | Conductor..... | Foot crushed and knee cut..... | None..... | Attempting to get on cars while shunting, and missed the step. | |

Personally appeared, Abraham Fell, Esq., and maketh oath that the above statement is true, to the best of his knowledge and belief.

Brantford, 17th July, 1860.

(Signed,) M. W. PRUYN, J. P.

(Signed,) ABRAHAM FELL, Traffic Superintendent.

No. 29.—RETURN of the Accidents and Casualties which have occurred on the BUFFALO & LAKE HURON RAILWAY, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | Name of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-----------------|-----------------------|-------------------------------|--------------------|---------------------------|--------------------|--|--|---|--|--------------------------|---|--|
| REMARKS. | | | | | | | | | | | | |
| 1860 July 10 | 3.40 p.m. | No. 3 Day Expr's | John C. Metcalf. | M. Christian..... | Victoria.... | One mile west of Welland Canal—Feeder Bridge. | Thomas Piles..... | Neither Passenger or Employé; trespassing on track. | Run over by the Train | None | When first seen was lying close alongside the rails; on signal being given to stop, he partially raised himself, but immediately fell across the rails; was taken on to Port Colborne, and died same evening. | "That the said Thomas Piles came to his death by being accidentally run over while lying alongside of the track, and partially upon it, of the B. & L. H. Railway, by the Express train going east, on the afternoon of the 10th day of July, 1860. |
| Sept'r 22 | 8.00 p.m. | Special Freight (West) | James Quinlan... | E. Bowen and E. Dean. | Milwaukie & Perth. | Two miles west of Caledonia..... | James Johnson..... | Brakesman..... | Struck by Bridge—Farm crossing. | None | Incautious exposure, standing up on top of freight car, and striking the bridge; afterwards fell from the car on to the track. | "That James Johnson came to his death by accidentally falling from the Special Train on the B. & L. H. Railway on the 22nd September, 1860." |
| Oct'r 11 | 2.50 a.m. | Special Freight (East) | James Hooper ... | E. Dean..... | Winseon'n | Railway crossing at Paris Station.. | Thos. Grey, employé of G. W. Company. | Neither Passenger or Employé of this Company. | Struck by cars and Fr't while standing at the crossing behind G. W. Train. | About \$2,000..... | The Engineman Dean, being partially misled by the density of the fog prevailing, and not using sufficient caution, allowed the train to gain too great an impetus in descending the grade towards the station, so that when he became aware of his proximity to the crossing, the reversing of his Engine, (the brakes being previously applied) was insufficient to prevent the collision with Great Western Trains on the crossing. Engineman dismissed for neglect of rules. | "That deceased, Thomas Grey, came to his death caused by injuries received from the Special Train on the B. & L. H. Railway running into the Emigrant train on the G. W. Railway, which seemed to be unavoidable, under the circumstances of the case. They also find from the evidence produced, that a sufficient force of brakemen were not employed on the B. & L. H. Train to govern its speed; also find that the Engineman on the G. W. & Buffalo and Lake Huron Railway were not in the practice of attending to the rules of the Companies, viz: to come to a dead stand before passing over the crossing where the accident occurred; and would recommend that this rule in future be regularly enforced." |
| Oct'r 19 | 5.05 a.m. | No 7 Freight (E.) | John C. Metcalf. | W. Roberts and Geo. King. | Saginaw & Perth. | Draw Bridge at Port Colborne..... | No injury to any person..... | ..... | ..... | About \$1,500..... | Density of fog and neglect of extra-precaution on the part of Bridge Watchman. The train was proceeding slowly, having, one mile west, been partially stopped, in order that the Engineman might ascertain their whereabouts. The fog so dense that the signal light was not discovered until the train was close upon it. Engine hit the bridge which was open, and moved it from its centre; injury to property slight, cars being all in condition to run to terminus. | |
| Nov'r 6 | 7.45 p.m. | No. 6 Mixed (W.) | Richard Oxley.... | M. Robson..... | Haldimand | Two miles east of Paris, Governor's Road crossing. | No injury to any person..... | ..... | ..... | Two horses killed | Incautious driving and inattention to signals; the person driving the team admitted hearing the signal from the Engine, but drove too near the crossing before bringing the team to a stand; just as the Engine passed, the horses began plunging, and were knocked down by the Tender and killed. | |
| Dec'r 24 | 10.15 a.m. | No. 5 Express (East) | Daniel Holmes... | Thos. Horton..... | Caledonia.. | Seaforth Station..... | Wm. Stapleton..... | Neither passenger or employé. | Both legs crushed and otherwise injured by train passing over him. | None | This man was at the Station before the train was due to leave, purchased his ticket, but neglected to take his seat in the proper way; attempting to get on the train after it had started, he fell between the cars and sustained injuries such as to cause death in a few hours. | "That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants." |

Signed and declared before me, at the Village of Fort Erie, in the county of Welland, this Twelfth day of January, 1860.

(Signed,)

RICHARD GRAHAM, J. P. for the County of Welland.

(Signed,)

ABRAHAM FELL,

Traffic Superintendent.

No. 30.—RETURN of the Accidents and Casualties which have occurred on the ERIE AND ONTARIO RAILWAY, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Table with 12 columns: Date, Time of Day or Night, No. and description of Train, Name of Conductor, Name of Engineman, No. of Engine, Place of Accident, Name or description of person injured or killed, Whether passenger, employe, or other, Nature of Accident to Persons, Damage done to Property, Cause of Accident—Action taken by Company to prevent recurrence, REMARKS.

STATE OF NEW YORK, } S. S.—Isaac C. Colton, of said City, being duly sworn, deposes and says that he was Lessee of the
COUNTY OF ERIE, } Erie and Ontario Railway, for and during the year 1860, and that the Statement within set
CITY OF BUFFALO. } forth is true to the best of his knowledge and belief; and that no other accident occurred on
said Railway, except the one within mentioned.
Subscribed and sworn before me, this 11th day of February, A. D. 1861. (Signed,) I. C. COLTON.
(FREDERICK KEPPLER, Commissioner of Deeds for Buffalo.)

LONDON AND PORT STANLEY RAILWAY.—No accident during the half-year ending the 31st December, 1860. (Signed,) W. BOWMAN, Superintendent.

No. 31.—RETURN of the Accidents and Casualties which have occurred on the PORT HOPE, LINDSAY AND BEAVERTON RAILWAY of Canada, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Table with 12 columns: Date, Time of day or night, No. and description of Train, Name of Conductor, Name of Engineman, No. of Engine, Place of Accident, Name or description of person injured or killed, Whether passenger, employe, or other, Nature of Accident to Persons, Damage done to Property, Cause of Accident—Action taken by Company to prevent recurrence, REMARKS, Verdict of Coroner's Jury.

Sworn to before me, this 25th day of September, 1860. WM. BURNHAM, J. P. A. T. WILLIAMS, Superintendent Port Hope, Lindsay and Beaverton Railway. The above is a true copy of the verdict returned me by the Jury empanelled, to try the cause of death to the late Archibald Douglas. (Signed,) JOHN IRONS, Coroner.

No. 32.—RETURN of the Accidents and Casualties which have occurred on the BROCKVILLE AND OTTAWA RAILWAY, during the year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-----------|-----------------------|-------------------------------|--------------------|--------------------|----------------------|---------------------------------|--|--------------------------------------|--------------------------------|--------------------------|---|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1859. | Jan. 11. | 11 00 a.m. | Mixed Train..... | Alexander Allan. | James Fitton..... | 3, Tay..... | Pertb..... | Michael O'Malley... | Brakesman..... | Fracture of cranium..... | Caused by his own carelessness in coupling cars; no blame attached to any other employé. Man recovered. | |
| July 4. | 9 00 p.m. | Special Engine..... | | Patsy Donegan. | 3, Tay..... | Near Smith's Falls..... | | | | 2 Cows killed..... | Fences good; bars left open. | |
| July 11. | 11 45 " | Special Train..... | E. H. Burniston. | Patsy Donegan. | 2, Ottawa..... | 1 mile North of Brockville..... | | | | 2 Horses killed..... | Supposed to have jumped fence to graze along track—fences good. | |
| July 31. | 1 30 " | Ballast Engine..... | A. F. Leely..... | Patsy Donegan. | 2, Ottawa..... | Near Smith's Falls..... | Luke Healy..... | Resident..... | Killed..... | | Man deaf, walking on track..... | Jury exonerated Company. |
| Sept. 26. | 6 45 " | Mixed Train..... | E. H. Burniston. | James Fitton..... | 3, Tay..... | Franktown..... | | | | Horse killed..... | Fences good, bars left open. | |
| Oct. 8. | 7 12 " | Mixed Train..... | E. H. Burniston. | James Fitton..... | 3, Tay..... | Carlton Place..... | | | | Cow killed..... | At large on public road, at crossing. | |
| Oct. 9. | 6 30 " | Mixed Train..... | E. H. Burniston. | James Fitton..... | 3, Tay..... | Smith's Falls..... | | | | Cow injured..... | At farm crossing. | |
| Nov. 3. | 3 30 " | Mixed Train..... | E. H. Burniston. | Myron Ellis..... | 1, St. Lawrence..... | Brockville..... | E. H. Burniston..... | Conductor..... | Jammed between cars..... | | Coupling cars, not seriously injured; resumed work in two weeks. | |
| Nov. 10. | Night | Ballast Engine..... | | Lionel Fitton..... | 2, Ottawa..... | Pike Falls..... | | | | Cow killed..... | Bars left open. | |

Sworn before me at Brockville, this 12th day of January, 1861.
(Signed,) E. LAWLESS, J. P.

I hereby certify that the above return is correct, to the best of my knowledge and belief.
(Signed,) A. BROOKE,
Engineer and Acting Superintendent of the Brockville and Ottawa Railway.

No. 33.—RETURN of the Accidents and Casualties which have occurred on the MONTREAL and CHAMPLAIN RAILWAYS of Canada, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|----------|-----------------------|-------------------------------|--------------------|--------------------|------------------|-----------------------|--|--------------------------------------|--------------------------------|--------------------------|--|--|
| REMARKS. | | | | | | | | | | | | |
| 1860 | July 3. | Night | Passenger..... | T. McGuire..... | G. Morgan..... | St. Helen..... | Near Laprairie Junction..... | David Walsh..... | Employé..... | Found dead on track..... | Supposed to have been asleep on track..... | "The jurors of the inquisition were of opinion that the said David Walsh came to his death in an accidental manner, and the jurors of the inquisition were of the further opinion, that no blame or neglect could be attributed or attached to the persons in charge of the M. & C. R. R. Company's Train which ran over and caused the death of the deceased, D. Walsh." (Signed,) JOS. JONES, Coroner. |
| Aug. 28. | Day | Wood..... | | John Herbert..... | Hemmingford..... | Near Caughnawaga..... | C. Oswenkarisher..... | Other..... | Killed..... | | The deceased was very old and deaf..... | "The jurors of the inquisition were unanimously of opinion that the said Charles Oswenkarisher came to his death in an accidental manner, and the jurors of the inquisition were further of opinion, that no blame or neglect could be imputed to the person in charge of the M. & C. R. R. Company's Gravel Train, which ran over and killed the deceased, Charles Oswenkarisher." (Signed,) JOS. JONES, Coroner. |

Sworn before me, at Montreal, this 14th February, 1861.

No. 34.—RETURN of the Accidents and Casualties which have occurred on the CARILLON AND GRENVILLE RAILWAY of Canada, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|--------------------|--|---------------------------------------|--------------------------------|--------------------------|---|----------------------------|
| Sept. 7... | 1½ p.m. | Ballast | J. Ross..... | C. J. Bradford..... | 1 | Chatham..... | Xavier Leadroute..... | Other..... | One foot smashed..... | None | Was drunk, lying by roadside in a ditch, with one foot on the rail, in a deep cutting, on a curve where he could not be seen in time to prevent the accident. | |

Personally appeared before me, this Twenty-sixth day of December, A.D. 1860, the said J. F. BARNARD, and maketh oath to the above return.

(Signed,)

EDWIN PRIDHAM, J. P.

J. F. BARNARD, *Superintendent.*

N. B.—The Line was closed for the winter on the 28th November. J. F. B.

ST. LAWRENCE AND INDUSTRY RAILWAY.—No accident during the half-year ending the 31st December, 1860.

RETURN of the Accidents and Casualties which have occurred on the WELLAND RAILWAY, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or Description of person injured or killed. | Whether passenger, employé, or other. | Nature of Accident to Persons. | Damage done to property. | Cause of Accident—Action taken by Company to prevent recurrence. REMARKS. | Verdict of Coroner's Jury. |
|---------------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|---------------------------------------|--------------------------------|--------------------------|---|----------------------------|
| 1860. Sept. 7... | 3 00 p.m. | Shunting to make up train. | Not reported..... | Hugh Keenan..... | 1 | Port Colborne..... | Daniel Sullivan, laborer. | Neither passenger or employé. | Death..... | | Deceased was standing on the track, the whistle was blown before the train moved, but no attention was paid to it by him. He was supposed to have been partially intoxicated at the time. He was standing in rear of the train which was backed over him. No action was taken by the Company to prevent a recurrence beyond their general instructions in regard to the management of trains to the employés in charge. | Accidental death. |

Sworn before me, this 5th day of January, 1861, at St. Catharines.

(Signed,)

J. V. LEPPER, J. P.

The above is a true return. Welland Railway Office, St. Catharines, 4th January, 1861.

(Signed,)

HIRAM SLATE, *Secretary W. Railway Company.*

No. 35.—RETURN of the Accidents and Casualties which have occurred on the STANSTEAD, SHEFFORD & CHAMBLY RAILWAY, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|-----------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|--------------------|--|--------------------------------------|--------------------------------|--------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1860 March 3 | 1.00 p.m. | Freight | W. Anderson..... | Samuel Eager..... | | West Farnham | Richard Frost..... | Fireman | Killed | | While shutting off cylinder cocks, train moving slowly, deceased slipped, and the Locomotive passed over, killing him instantly. | Accidental. |

Sworn before me, Charles S. Peirce, one of H. M. Justices of the Peace, for the District of Montreal, St. John's C. E., July 3rd, 1860.

(Signed,)

CHARLES S. PEIRCE, J. P.

(Signed,)

FRANCIS PRUYN,

Superintendent & Engineer.

No. 36.—RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY, during the year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| Date. | Time of day or night. | No. and description of Train. | Name of Conductor. | Name of Engine-man. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employé or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident—Action taken by Company to prevent recurrence. | Verdict of Coroner's Jury. |
|------------------|-----------------------|-------------------------------|--------------------|---------------------|----------------|----------------------------------|--|--------------------------------------|--------------------------------|--------------------------|--|----------------------------|
| REMARKS. | | | | | | | | | | | | |
| 1860 April 5. | 5:00 p.m. | Mail Train | | C. T. Hastings..... | 5 | Ottawa Station..... | David Kidder, a boy about ten years of age. | | Killed | | The lad jumped on the forward part of the Engine while it was in motion, and slipping was run over before it could be stopped. | "Accidental Death." |
| Nov. 29. | 10:00 a.m. | No. 2 Mixed..... | S. Daniel..... | L. Loomis | 2 | South of Kempville, 1 mile | Mrs. Allan..... | Other | Killed | None..... | Attempting to cross the track in front of the train while in motion, and falling down | "Accidental Death" |

Sworn before me this Twenty-first day of January, 1861.

(Signed,)

JOHN R. WHITE,

| RECEIPTS. | | Total Receipts to 31st January, 1861. | EXPENDITURE. | | Total Expenditure to 31st January, 1861. |
|--|------------------|---------------------------------------|--|--------------|--|
| | To Bond Account. | \$ cts. | | \$ cts. | \$ cts. |
| Bonds at 6 per cent., non convertible, due 1862..... | | 35,653 34 | Expenditure on <i>Great Lines, Hamilton, Toronto, and Galt Branch.</i> | | |
| " " " " " 1864..... | | 553,866 66 | By <i>Sarnia Extension, Works, Bridges, Stations, &c.</i> | 2,247,599 08 | |
| " " " " " 1872..... | | 2,375,906 67 | Land account..... | 30,069 09 | |
| " " " " " 1876..... | | 618,006 67 | " <i>Galt and Guelph Railway</i> | | 2,277,668 17 |
| " " " " " 1877..... | | 2,300,333 33 | Total expenditure on Capital account..... | | 2,277,668 17 |
| " " " " " 1878..... | | 301,733 34 | " <i>Detroit and Milwaukee Railway Company, Loan account</i> | | 23,000,101 17 |
| " " " " " 1881..... | | 4,866 67 | By Balance..... | | 1,210,666 67 |
| To Government Loan Balance..... | | | | | 1,061,457 76 |
| | | \$25,278,228 54 | | | \$25,278,228 54 |

No. 38.—ACCOUNT No. 2.—Revenue Account, showing the Receipts and Expenditure of the Company on Revenue Account, during the year, 1st February, 1860, to 31st January, 1861.

| RECEIPTS. | | EXPENDITURE. | |
|---|--------------|---|--------------|
| | \$ cts. | | \$ cts. |
| To amount received for the carriage of Passengers..... | 1,021,701 47 | By Maintenance of Way..... | 146,269 23 |
| " " " " Parcels and Mails..... | 73,330 12 | " Locomotive Power..... | 393,155 13 |
| " " " " Freight and Live Stock..... | 1,093,968 15 | " Repairs and Renewals of Passenger and Freight Cars..... | 93,096 34 |
| " " " " Total..... | 2,188,999 74 | " Coaching Transit Expenses..... | 201,580 48 |
| " Rents..... | \$,943 60 | " Merchandize Transit Expenses..... | 185,386 99 |
| " " " " "..... | | " General Charges..... | 71,360 63 |
| " Balance brought down..... | 2,197,943 34 | Total ordinary Working Expenses..... | 1,093,467 79 |
| Surplus of Revenue brought forward from half-year ended 31st January, 1860..... | 1,032,949 76 | " Taxes..... | 13,597 96 |
| | 115,890 81 | " Railway Inspection Fund..... | 2,383 75 |
| | 1,148,840 57 | " Insurance..... | 10,534 08 |
| | | " Suspension Bridge Rent..... | 45,000 00 |
| | | Total Revenue Expenditure..... | 1,164,993 68 |
| | | Balance carried down..... | 1,032,949 76 |

| RECEIPTS. | | Total Receipts to 31st January, 1861. | EXPENDITURE. | | Total Expenditure to 31st January, 1861. |
|--|--------------|---------------------------------------|--|---------|--|
| | \$ cts. | \$ cts. | | \$ cts. | \$ cts. |
| To amount outstanding and due to the Company on Traffic account..... | \$169,120 16 | 16,855,914 83 | By renewal of Rails, Sloopers, Fences, Bridges, &c., including the proportion chargeable to Revenue, of the cost of renewing the Desjardins and Volland Swing Bridges..... | | 213,313 89 |
| General Stores on hand, 31st January, 1861..... | 221,634 12 | | By interest on the Balance of Government Loan to 1st Jan., 1861..... | | 170,316 80 |
| Fuel Stores (Wood)..... | 90,473 06 | | By amount of outstanding Bonds at Debit of Desjardins Accident Account, and sundry other Claims and Expenses arising out of the Desjardins and Flamboro' Accidents..... | | 557,958 13 |
| Mechanical Stores..... | 62,752 06 | | By Balance of <i>Rail Debt</i> Account..... | | 23,403 41 |
| Tail Stock Account..... | 241,125 40 | | By Amount of <i>Detroit and Milwaukee</i> Interest Bonds received for interest on the D. and M. Stock, accepted in payment for Steamers "Canada," and "America"..... | | 28,871 34 |
| Municipal Bonds..... | 69,400 00 | | By Balance of <i>Galt and Guelph Railway</i> "Overdue Interest Account," being amount of interest due to this Company, and taken credit for in former Accounts, but not having been received, is now written back..... | | 21,000 0 |
| Amount of interest due to 31st Jan., 1860, on Loan to the <i>Detroit and Milwaukee Railway Company</i> | \$167,437 05 | | By Balance of <i>Galt and Guelph Railway</i> "Working Account," being the loss on the working of that line from 1st February, 1858, to 31st January, 1860..... | | 3,804 95 |
| Less amount of interest not placed to Revenue Act..... | 58,618 06 | | Balance carried down..... | | 10,198 16 |
| Balance in Banker's hands..... | 108,818 99 | | | | 319,934 39 |
| Bills of Exchange not yet due..... | 467,296 69 | | By proposed Dividend at the rate of 3 per cent. per annum on the Share Capital..... | | 243,086 07 |
| Sundry accounts due to the Company..... | 170,333 33 | | Surplus in hand to be carried forward..... | | 70,846 32 |
| | 116,178 28 | \$319,934 39 | | | \$319,934 39 |

D.P. No. 39.—ACCOUNT No. 3.—General Balance Sheet to 31st January, 1861.

| | | | |
|--|----------------|---|----------------|
| Amount outstanding and due to the Company on Traffic account..... | \$169,120 16 | Balance from Capital Account No. 1..... | \$1,061,457 70 |
| General Stores on hand, 31st January, 1861..... | 221,634 12 | Balance from Net Revenue Account No. 2..... | 319,934 39 |
| Fuel Stores (Wood)..... | 90,473 06 | Insurance Fund Account..... | 32,720 85 |
| Mechanical Stores..... | 62,752 06 | Bonds payable (being amount of Desjardins Accident); Bonds still outstanding..... | 17,400 00 |
| Tail Stock Account..... | 241,125 40 | Balance due by the Company, and Sundry Accounts not paid on 31st January, 1861..... | 285,619 15 |
| Municipal Bonds..... | 69,400 00 | | |
| Amount of interest due to 31st Jan., 1860, on Loan to the <i>Detroit and Milwaukee Railway Company</i> | \$167,437 05 | | |
| Less amount of interest not placed to Revenue Act..... | 58,618 06 | | |
| Balance in Banker's hands..... | 108,818 99 | | |
| Bills of Exchange not yet due..... | 467,296 69 | | |
| Sundry accounts due to the Company..... | 170,333 33 | | |
| | 116,178 28 | | |
| | \$1,717,132 09 | | \$1,717,132 09 |

GRAND TRUNK RAILWAY COMPANY OF CANADA.—

| Dn. | Expenditure to 31st Dec., 1859. | | Expenditure for Half-Year, ending 30th June, '60. | | Total expenditure to 30th June, 1860. | |
|---|---------------------------------|------|---|------|---------------------------------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. |
| (See Abstracts.) | | | | | | |
| <i>Eastern Division.</i> | | | | | | |
| A Engineering | 398,248 | 95 | 1,423 | 52 | 399,672 | 47 |
| B Works on Permanent Way | 9,984,479 | 00 | 189,800 | 53 | 10,174,279 | 53 |
| C Stations, Buildings and Offices | 1,023,681 | 65 | 2,934,780 | 17 | 3,958,461 | 82 |
| D Miscellaneous Stock | 69,632 | 28 | 34,254 | 13 | 1,057,935 | 78 |
| E Electric Telegraph | 30,177 | 84 | 649 | 74 | 70,282 | 02 |
| F General Expenses | 900,265 | 67 | 247 | 76 | 30,425 | 60 |
| Lands and Land Damages | 185,177 | 04 | 5,328 | 99 | 905,594 | 66 |
| | | | 22,285 | 69 | 207,462 | 73 |
| <i>Central Division.</i> | | | | | | |
| A Engineering | 368,591 | 01 | 4,843 | 41 | 373,437 | 42 |
| B Works and Permanent Way | 14,178,998 | 43 | 161,467 | 07 | 14,340,465 | 50 |
| C Stations, Buildings and Offices | 1,647,867 | 84 | 27,917 | 85 | 1,675,785 | 69 |
| D Miscellaneous Stock | 31,906 | 28 | 277 | 71 | 32,183 | 99 |
| E Electric Telegraph | 24,288 | 63 | 144 | 03 | 24,432 | 66 |
| F General Expenses | 729,488 | 04 | 10,582 | 56 | 731,077 | 54 |
| <i>Western Division.</i> | | | | | | |
| A Engineering | 219,087 | 57 | 513 | 87 | 219,601 | 44 |
| B Works and Permanent Way | 7,478,829 | 98 | 21,843 | 06 | 7,500,673 | 04 |
| C Stations, Buildings and Offices | 576,774 | 58 | 110,719 | 31 | 687,493 | 89 |
| D Miscellaneous Stock | 21,660 | 65 | 2,762 | 98 | 24,423 | 63 |
| E Electric Telegraph | 12,414 | 57 | 1,099 | 09 | 13,513 | 66 |
| F General Expenses | 146,013 | 29 | 4,929 | 35 | 150,942 | 64 |
| Amount allowed Canadian Contractors as compensation for stoppage of Works | 121,666 | 67 | | | 121,666 | 67 |
| Lands at Sarua | 69,026 | 03 | Cr. 25,538 | 77 | 43,487 | 26 |
| <i>Rolling Stock.</i> | | | | | | |
| Locomotive Stock | 2,180,399 | 55 | 49,763 | 91 | 2,230,163 | 46 |
| Passenger Car Stock | 386,413 | 69 | 56,885 | 96 | 443,299 | 65 |
| Merchandise Car Stock | 1,433,253 | 01 | 308,531 | 23 | 1,801,784 | 24 |
| <i>Portland Division.</i> | | | | | | |
| A Engineering | 10,521 | 35 | 231 | 00 | 10,752 | 35 |
| B Works and Permanent Way | 865,676 | 05 | 73,965 | 20 | 939,641 | 25 |
| C Stations, Buildings and Offices | 355,897 | 41 | 6,981 | 40 | 362,878 | 81 |
| Locomotive Stock | 43,702 | 19 | 1,884 | 69 | 45,586 | 88 |
| Merchandise Car Stock | 106,073 | 05 | 2,568 | 86 | 108,641 | 91 |
| Passenger Car Stock | 7,313 | 04 | 2 | 31 | 7,315 | 35 |
| D Miscellaneous Stock | 5,303 | 13 | 20 | 15 | 5,323 | 28 |
| E Electric Telegraph | 9,456 | 40 | 11 | 07 | 9,467 | 47 |
| F General Expenses | 116,466 | 09 | 2,174 | 98 | 118,641 | 07 |
| Lands in Portland Division | 7,666 | 75 | | | 7,666 | 75 |
| Lease of Atlantic and St. Lawrence Railroad | 2,077,089 | 22 | 171,677 | 00 | 2,248,766 | 22 |
| Victoria Bridge | 6,235,904 | 72 | 288,762 | 62 | 6,494,667 | 34 |
| Steam Ferry Bonts and Barges | 216,421 | 67 | 57,898 | 82 | 274,320 | 49 |
| Chicago, Detrt & Canada G.T.J.R. Co. On Works Detroit Line | 269,624 | 21 | Cr. 260,571 | 49 | 9,052 | 72 |
| Subscription to St. Lawrence Warehouse, Dock & Wharfage Company | 50,000 | 00 | 73,000 | 00 | 123,000 | 00 |
| London Office Expenses | 105,043 | 72 | 11,042 | 99 | 116,086 | 71 |
| <i>Works in Progress:</i> | | | | | | |
| St. Thomas & River du Loup Section, transferred on completion to 'Works and Permanent Way,' East Division | 2,994,780 | 17 | Cr. 2,994,780 | 17 | | |
| Three Rivers and Arthabaska Branch | 39,569 | 21 | 122,743 | 32 | 162,312 | 53 |
| | \$55,785,853 | 63 | \$1,554,535 | 70 | \$57,340,389 | 33 |
| To Balance at Credit of "Capital Account" | | | | | 2,949,757 | 09 |
| | | | | | \$60,290,146 | 42 |

Consists of the St. Lawrence & Atlantic Railroad; Quebec and Richmond; and Quebec and Trois Rivières Railways.

Montreal to Toronto.

Toronto to Sarawia and Branch to London.

Atlantic and St. Lawrence Railroad, leased by the Company.

Capital Account for half-year ending 30th June, 1860.

| Cn. | | | | | | |
|---|-------------|------|----|--------|--------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. |
| <i>By Consolidated Stock.</i> | | | | | | |
| Amount of shares consolidated into Stock | | | | | 13,503,040 | 67 |
| <i>By Share Account.</i> | | | | | | |
| Amount of Shares not yet consolidated | | | | 14,958 | 48 | |
| Amount paid on Forfeited Shares | | | | 6,716 | 00 | |
| | | | | | 21,654 | 48 |
| <i>By Debenture Capital.</i> | | | | | | |
| Montreal City Debentures | 400,000 | 00 | | | | |
| Island Pond Debentures | 438,000 | 00 | | | | |
| British American Land Co.'s Debentures | 100,000 | 00 | | | | |
| Montreal Seminary Debentures | 100,000 | 00 | | | | |
| Quebec and Richmond Debentures | | | | | 1,038,000 | 00 |
| | | | | | 486,666 | 67 |
| <i>Grand Trunk Debentures:</i> | | | | | | |
| 6 per cent. Ordinary Debentures | | | | | 8,335,821 | 34 |
| 7 per cent. Debentures, due 1862 | \$2,420,344 | 21 | | | | |
| do do do 1867 | 2,433,333 | 33 | | | | |
| do do do 1872 | 2,288,212 | 37 | | | | |
| | | | | | 7,141,889 | 91 |
| <i>Amount received on un-issued Company's Debentures, allotted with Forfeited Shares, and on Debenture Certificates.—</i> | | | | | | |
| Company's | | | | 17,763 | 34 | |
| Government | | | | 17,763 | 34 | |
| | | | | | 35,526 | 68 |
| | | | | | 17,037,904 | 60 |
| <i>By Preference Debenture Capital.</i> | | | | | | |
| 1st Preference Debentures | | | | | 9,733,333 | 33 |
| 2nd Preference Debentures | | | | | 4,851,580 | 01 |
| | | | | | 14,584,913 | 34 |
| <i>By Provincial Debentures.</i> | | | | | | |
| <i>Amount of the Provincial Debentures, issued on account of—</i> | | | | | | |
| The St. Lawrence and Atlantic Railway | | | | | 2,275,166 | 67 |
| Quebec and Richmond Railway | | | | | 1,216,666 | 66 |
| Grand Trunk Railway | | | | | 11,650,800 | 00 |
| | | | | | 15,142,633 | 33 |
| | | | | | \$60,290,146 | 42 |

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurer's Office,
Montreal, 28th September, 1860.

JOSEPH ELLIOTT,
Secy. and Treasurer.

DETAILS OF EXPENDITURE REFERRED TO IN CAPITAL ACCOUNT.

A ENGINEERING.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|---------------------------------------|----------------------|----------------------|----------------------|-----------------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Salaries and Office Expenses..... | 431 66 | 4,190 18 | 300 00 | 201 00 | 5,122 84 |
| Surveying, &c..... | 460 05 | 232 00 | 203 87 | 30 00 | 976 92 |
| Travelling Expenses..... | 155 00 | 359 21 | | | 514 21 |
| Instruments and Drawing Materials.... | 7 51 | 9 02 | | | 16 53 |
| Maps and Plans..... | | 2 00 | | | 2 00 |
| Inspectors..... | 369 30 | | 10 00 | | 379 30 |
| | \$1,423 52 | \$4,843 41 | \$513 87 | \$231 00 | \$7,011 80 |

B WORKS AND PERMANENT WAY.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|---|----------------------|----------------------|----------------------|-----------------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Way contracted for..... | 51,066 67 | 150,847 98 | | | 201,914 65 |
| Rails, Chairs, Ties, Fittings, Sleepers.. | 81,688 68 | 38,654 92 | 10,924 97 | 52,130 31 | 183,398 88 |
| Bridges, Tunnels, Culverts, &c..... | 27,055 24 | 21 19 | 213 93 | 21,707 46 | 48,997 82 |
| Extra and additional works..... | 19,323 02 | Cr. 32,552 42 | 5,864 30 | | Cr. 7,365 10 |
| Signals..... | 52 83 | 1,802 75 | 928 74 | | 2,784 37 |
| Ballast and Ballasting..... | 10,440 14 | 2,384 95 | 3,787 76 | 127 43 | 16,740 28 |
| Fencing..... | 72 00 | 298 70 | 123 36 | | 494 06 |
| Miscellaneous..... | 101 90 | 9 00 | | | 110 90 |
| | \$189,500 53 | \$161,467 07 | \$21,843 06 | \$73,965 20 | \$447,075 86 |

C STATIONS, BUILDINGS, AND OFFICES.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|--------------------------------|----------------------|----------------------|----------------------|-----------------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Temporary Stations..... | 79 29 | | 192 64 | | 271 93 |
| Engine Stations..... | | 45 00 | 12,663 89 | 113 80 | 12,822 69 |
| Passenger Stations..... | 155 52 | 6,517 37 | 2,186 55 | 25 06 | 8,884 50 |
| Merchandise Stations..... | 20 91 | 12,516 73 | 1,782 96 | 1,683 89 | 16,004 49 |
| Wood and Water Stations..... | 614 20 | 2,190 59 | 3,109 92 | 130 22 | 6,045 23 |
| Offices..... | 47 37 | 685 98 | | 31 50 | 764 85 |
| Wharves and Depot Grounds..... | 33,336 84 | 5,961 88 | 90,785 55 | 4,996 93 | 135,079 00 |
| | \$34,254 13 | \$27,917 85 | \$110,719 31 | \$6,981 40 | \$179,872 69 |

D

MISCELLANEOUS STOCK.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|---|----------------------|----------------------|----------------------|-----------------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Furniture, &c., in General Offices..... | | 161 54 | | | 161 54 |
| Houses..... | 649 74 | 116 17 | 641 53 | 16 12 | 1,423 61 |
| Fire Engines..... | | | 2,121 40 | 4 03 | 2,125 43 |
| | \$649 74 | \$277 71 | \$2,762 93 | \$20 15 | \$3,710 53 |

E

ELECTRIC TELEGRAPH.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|---------------------------|----------------------|----------------------|----------------------|-----------------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Instruments..... | 178 75 | 56 54 | | | 235 29 |
| Repairing Implements..... | 13 00 | 5 00 | | | 20 00 |
| Line..... | | 38 96 | 1,095 37 | | 1,134 33 |
| Office Fittings..... | 34 46 | | | | 34 46 |
| Batteries..... | 14 72 | 33 16 | 2 72 | 11 07 | 62 67 |
| Stationery..... | 0 28 | | | | 00 28 |
| Incidentals..... | 4 35 | 10 17 | | | 14 72 |
| | \$247 76 | \$144 03 | \$1,099 09 | \$11 07 | \$1,501 95 |

F

GENERAL EXPENSES.

| | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total. |
|--|----------------------|----------------------|----------------------|-----------------------|-------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Salaries and Office Expenses..... | 1,171 39 | 2,342 77 | 1,171 39 | 2,174 98 | 6,860 53 |
| Rent and Taxes..... | 149 34 | 298 67 | 149 34 | | 597 35 |
| Books, Stationery, Advertising, &c..... | 315 15 | 623 71 | 70 04 | | 1,008 90 |
| Insurance..... | 54 54 | 261 58 | 17 71 | | 333 83 |
| Auditing..... | 754 78 | 1,509 57 | 754 79 | | 3,019 14 |
| Law and Notarial Charges..... | 1,395 79 | 2,556 23 | 1,278 11 | | 5,230 13 |
| Travelling Expenses & Miscellaneous..... | 1,488 00 | 2,996 97 | 1,457 97 | | 5,972 94 |
| | \$5,328 99 | \$10,589 50 | \$4,929 35 | \$2,174 98 | \$23,022 82 |

DETAILS OF EXPENDITURE REFERRED TO IN REVENUE ACCOUNT.

G

LOCOMOTIVE EXPENSES.

| | | |
|---|--------------|-----------|
| Salaries and Wages connected with the working of the Locomotives..... | \$ cts. | 97,163 29 |
| Firewood..... | 152,807 88 | |
| Oil, Tallow, and Waste..... | 14,812 98 | |
| Materials for Repairing Engines and Tenders..... | 79,929 39 | |
| Wages for do do..... | 70,913 33 | |
| Repairs to Workshops, Tanks, Tools, &c..... | 1,451 15 | |
| Repairs not done by the Company..... | 13,625 38 | |
| Lighting..... | 648 57 | |
| Water..... | 20,229 45 | |
| | \$451,586 42 | |

H

PASSENGER TRAFFIC EXPENSES.

| | \$ | cts. |
|--|------------------|-----------|
| Salaries to Superintendents, Booking Clerks, &c..... | 19,572 | 31 |
| Wages to Conductors, Brakemen, &c..... | 29,266 | 56 |
| Oil, Tallow, and Waste..... | 2,668 | 39 |
| Materials for Repairing Cars..... | 20,675 | 96 |
| Wages for do do..... | 19,754 | 46 |
| Repairs to Workshops, Tanks, and Tools..... | 7,240 | 00 |
| Repairs not done by the Company..... | 1,787 | 19 |
| Fuel..... | 12,534 | 36 |
| Small Stores..... | 363 | 42 |
| Lighting..... | 7,250 | 91 |
| Wages to Switchmen..... | 11,625 | 40 |
| Miscellaneous..... | 969 | 56 |
| | \$133,720 | 49 |

I

MERCHANDISE TRAFFIC EXPENSES.

| | \$ | cts. |
|---|------------------|-----------|
| Salaries to Superintendents, Clerks, &c..... | 27,633 | 89 |
| Wages to Conductors, Brakemen, and Porters..... | 79,959 | 35 |
| Oil, Tallow, and Waste..... | 16,225 | 15 |
| Materials for Repairing Cars and Sheets..... | 52,809 | 70 |
| Wages for do do..... | 43,936 | 62 |
| Repairs to Workshops, Tanks, Tools, &c..... | 5,342 | 76 |
| Repairs not done by the Company..... | 5,820 | 70 |
| Lighting..... | 7,434 | 62 |
| Fuel..... | 13,623 | 50 |
| Small Stores..... | 199 | 46 |
| Wages to Switchmen..... | 13,087 | 12 |
| Miscellaneous..... | 5,831 | 18 |
| | \$271,854 | 05 |

K

MAINTENANCE OF WAY AND BUILDINGS.

| | \$ | cts. |
|---|------------------|-----------|
| Inspectors', Platelayers', and Laborers' Wages and Tools..... | 134,912 | 13 |
| Rails, Chairs, Ties, Fittings, &c..... | 86,287 | 03 |
| Ballast and Ballasting..... | 7,766 | 40 |
| Repairs to Bridges, Culverts, &c..... | 36,583 | 28 |
| Repairs to Stations, Buildings, &c..... | 11,147 | 41 |
| Repairs to House Property..... | 873 | 26 |
| Proportion of Engineers' Salaries and Office Expenses..... | 16,290 | 14 |
| Maintenance contracted for..... | 17,574 | 95 |
| Small Stores..... | 56 | 13 |
| Lighting..... | 1,141 | 36 |
| Fuel..... | 1,020 | 68 |
| Miscellaneous..... | 306 | 99 |
| | \$314,059 | 75 |

L

GENERAL CHARGES.

| | \$ | cts. |
|--|-----------------|-----------|
| Salaries to Officers and Clerks..... | 32,047 | 07 |
| Advertising, Printing, &c..... | 5,779 | 83 |
| Law Charges for General Business..... | 2,879 | 25 |
| Insurance..... | 609 | 47 |
| Storekeepers' Wages and Office Expenses..... | 475 | 35 |
| Travelling Expenses..... | 3,897 | 21 |
| Rent and General Office Expenses..... | 6,150 | 78 |
| Premium of Exchange paid..... | 1,234 | 13 |
| Discount and Loss on Bills..... | 114 | 84 |
| Miscellaneous..... | 3,740 | 82 |
| | \$58,925 | 30 |

M **TELEGRAPH EXPENSES.**

| | \$ | cts. |
|----------------------|-----------------|-----------|
| Salaries..... | 10,267 | 18 |
| Instruments..... | 100 | 75 |
| Repairs..... | 559 | 12 |
| Office Fittings..... | 86 | 49 |
| Batteries..... | 944 | 92 |
| Incidentals..... | 317 | 39 |
| Stationery..... | 11 | 55 |
| | \$12,287 | 38 |

N **TAXES.**

| | \$ | cts. |
|----------------------|----------------|-----------|
| School Taxes..... | 850 | 07 |
| Municipal Taxes..... | 6,142 | 27 |
| Road Taxes..... | 76 | 98 |
| | \$7,069 | 32 |



REVENUE ACCOUNT for the half-year ending 30th June, 1860.

| EXPENDITURE. | | RECEIPTS. | |
|---|-------------|-----------|---|
| | \$ | cts. | |
| (See Abstracts.) | | | |
| G. Expenses connected with the working of the Locomotives..... | 451,586 | 42 | Passengers, No. 321, 422..... |
| H. Expenses connected with the Passenger Traffic..... | 133,720 | 49 | Baggage..... |
| I. Expenses connected with the Merchandize Traffic..... | 271,854 | 05 | Mails..... |
| K. Maintenance of the Way and Buildings..... | 314,059 | 76 | Merchandize, Tons 351, 479½..... |
| L. General Expenses connected with the Traffic..... | 56,926 | 55 | Expresses..... |
| M. Expenses connected with the working of the Telegraph..... | 12,237 | 38 | Car Hire..... |
| N. Taxes..... | 7,069 | 32 | Tickets printed for other Lines..... |
| Expenses connected with the Ferry Boats..... | 4,211 | 70 | Permission to sell Periodicals in the cars..... |
| Amount paid for loss and damage on Goods..... | 6,498 | 06 | Telegraph Messages..... |
| Compensation and Cattle Claims..... | 1,761 | 50 | Rents..... |
| Cost of conveying Passengers, Mails, &c., to and from Stations..... | 256 | 10 | Amounts from Great Western, and Ontario, Simcoe and Huron |
| Cost of Cartage of Goods to and from Stations..... | 8,384 | 51 | Rail. Co. for use of Union Station, Toronto..... |
| Expenses of Agencies in the United States..... | 18,971 | 69 | Amount received from the same, as their share of joint expenses |
| Expenses of European Agencies..... | 3,316 | 45 | of Union Station..... |
| Unsettled Traffic Accounts..... | 15,957 | 74 | Amount received for charter of a ferry boat..... |
| Interest on Share Capital, Detroit Line..... | \$37,921 | 71 | |
| Interest on Dubenture Capital, do..... | 43,800 | 00 | |
| Victoria Bridge Maintenance..... | | | |
| Balance to the Credit of Revenue Account for half-year ending | | | |
| 30th June, 1860..... | 142,148 | 19 | |
| | \$1,532,082 | 97 | \$1,532,082 97 |

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurer's Office,
 Montreal, 28th September, 1860.

JOSEPH ELLIOTT,
Secy. and Treasurer.

CR.

GENERAL BALANCES, 30th JUNE, 1860.

DR.

| | cts. | cts. |
|--|------------------------|------------------------|
| To Cash at Bankers..... | 154,032 11 | 2,949,757 09 |
| " Toronto City Debentures on hand..... | 400,000 00 | |
| " Atlantic and St. Lawrence Shares held by the Company..... | 191,446 66 | |
| " Outstanding Traffic Accounts..... | 449,463 39 | |
| " Balance of Interest paid to date on Capital (the interest on the Shares and Debentures of the Atlantic and St. Lawrence R. R. Company being included in the Expenditure on account of Portland Division)..... | 9,131,440 15 | |
| " Balance at Debit of the Atlantic and St. Lawrence R. R. Company..... | 23,029 92 | |
| " Amount paid to the Commissioners of the Sinking Fund for the redemption of the Portland City Loan..... | 230,250 00 | |
| " Balance due on Steamship Wharf, Portland..... | 26,694 39 | |
| " Outstanding Traffic Accounts, Detroit Line..... | 699 67 | |
| " Payment to Contractors for working River du Loup Line..... | 3,169 35 | |
| " Balance due on Sundry Accounts..... | 316,460 25 | |
| " do by Sundry Individuals..... | 98,319 06 | |
| " Exchange and Commission Account..... | 126,558 07 | |
| " Discount Account..... | 2,197,783 77 | |
| " Stores in hand..... | \$494,834 45 | |
| " Fuel on hand..... | 289,855 18 | |
| " Amount paid into the hands of the Provincial Agents on account of the Government of Canada, under the provisions of the Act 19 and 20 Victoria, Chap. iii., viz:— On account of the Three Rivers and Arthabaska Line..... | 775,639 63 | |
| On account of Subsidiary Lines..... | 736,995 83 | |
| | \$14,873,032 25 | \$14,873,032 25 |

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurer's Office,
 Montreal, 20th September, 1860.

JOSEPH ELLIOTT,
Secy. and Treasurer.

By Balance at Credit of Capital Account.....
 " Balance at Credit of Revenue Account, viz:—
 Amount at Credit of the Account on 31st
 December, 1859.....\$1,329,964 89
 Balance at Credit of the Account for half-
 year ending 30th June, 1860..... 142,149 19
 " Bills payable, outstanding.....
 " Bills of Exchange Account.....
 " Premium on Sale of Debentures.....
 " Amount due to Sundry Individuals.....
 " Amounts charged but not yet paid.....
 " Transfer Fees, London.....
 " Loans from Bankers.....
 " Detroit, Chicago and Canada G. T. Junction Railway Com-
 pany on their Lease Account.....

1,472,113 08
 2,112,581 53
 362,991 26
 330,693 88
 39,111 81
 096,423 35
 2,678 66
 6,819,848 15
 86,830 44

GRAND TRUNK RAILWAY COMPANY OF CANADA.—Statement of the Total Expenditure of the Company, and of the Sources whence its funds have been provided, to 31st December, 1860.

| DR. | EXPENDED ON. | Miles. | \$ | cts. | \$ | cts. |
|---|---|--------|------------|------|--------------|------|
| Eastern Division— | | | | | | |
| | Engineering..... | 362 | 547,863 | 53 | | |
| | Works and Permanent Way..... | | 12,331,327 | 97 | | |
| | Stations, Buildings and Offices..... | | 1,152,777 | 37 | | |
| | Miscellaneous Stock..... | | 70,232 | 02 | | |
| | Electric Telegraph..... | | 30,682 | 25 | | |
| | General Expenses..... | | 905,594 | 66 | | |
| | Victoria Bridge..... | | | | 15,538,527 | 80 |
| | | | | | 6,599,300 | 68 |
| Central Division— | | | | | | |
| | Engineering..... | 335 | 373,447 | 42 | | |
| | Works and Permanent Way..... | | 14,351,401 | 03 | | |
| | Stations, Buildings and Offices..... | | 1,685,924 | 09 | | |
| | Miscellaneous Stock..... | | 32,732 | 64 | | |
| | Electric Telegraph..... | | 24,485 | 89 | | |
| | General Expenses..... | | 731,077 | 54 | | |
| | | | | | 17,199,063 | 61 |
| Western Division— | | | | | | |
| | Engineering..... | 190 | 220,418 | 58 | | |
| | Works and Permanent Way..... | | 7,558,498 | 55 | | |
| | Stations, Buildings and Offices..... | | 694,729 | 63 | | |
| | Miscellaneous Stock..... | | 24,769 | 25 | | |
| | Electric Telegraph..... | | 13,576 | 90 | | |
| | General Expenses..... | | 150,942 | 64 | | |
| | Compensation to Contractors..... | | 121,666 | 67 | | |
| | Lands and Land Damages..... | | | | 8,784,602 | 22 |
| | | | | | 210,007 | 38 |
| Rolling Stock— | | | | | | |
| | Locomotive Stock..... | | 2,377,330 | 68 | | |
| | Passenger Car Stock..... | | 484,311 | 52 | | |
| | Merchandise Car Stock..... | | 1,916,513 | 52 | | |
| | | | | | 4,778,155 | 72 |
| Portland Division—(Leased Line.) | | | | | | |
| | Engineering..... | 149 | 10,752 | 35 | | |
| | Works and Permanent Way..... | | 942,835 | 23 | | |
| | Stations, Buildings and Offices..... | | 362,988 | 19 | | |
| | Miscellaneous Stock..... | | 7,128 | 51 | | |
| | Electric Telegraph..... | | 9,487 | 47 | | |
| | General Expenses..... | | 118,641 | 07 | | |
| | Rolling Stock..... | | 161,752 | 07 | | |
| | Lands in Portland Division..... | | 7,666 | 75 | | |
| | | | | | 1,621,231 | 69 |
| Sundries— | | | | | | |
| | Steam Ferry Bonts and Barges..... | | 293,510 | 64 | | |
| | Advanced in Canada on Three Rivers and Arthabaska Branch, (exclusive of Drafts from Canada on Funds in hands of Messrs. Baring..... | | 356,133 | 50 | | |
| | Expended on Works of Detroit Line..... | | 29,026 | 29 | | |
| | Expended on Telegraph, Miscellaneous Stock, &c., of ditto..... | | 10,519 | 74 | | |
| | Cash advanced to be repaid by Detroit Company..... | | 11,432 | 45 | | |
| | Subscription to St. Lawrence Warehouse and Dock Co..... | | 123,000 | 00 | | |
| | Port Hope Railway Junction..... | | 4,013 | 56 | | |
| | Union Station, Toronto..... | | 20,518 | 27 | | |
| | Montreal Extension Railway..... | | 1,051 | 96 | | |
| | River du Loup and Woodstock Survey..... | | 1,251 | 00 | | |
| | London Office Expenses..... | | \$123,305 | 74 | | |
| | Less Transfer Fees..... | | 4,623 | 33 | | |
| | | | 118,682 | 41 | | |
| | | | | | 959,145 | 82 |
| | Amount carried forward..... | | | | \$55,690,039 | 92 |

GRAND TRUNK RAILWAY COMPANY OF CANADA.—Statement of the
Total Expenditure, &c.—(Continued.)

| DR. | EXPENDED ON. | \$ | cts. | \$ | cts. |
|---|-----------------------------|---------|------|------------|--------|
| | Amount brought forward..... | | | 55,690 | 039 92 |
| Balance of interest paid on Capital to 30th June, 1860, taken as the date of the completion of Line. (Note—The interest on the Atlantic and St. Lawrence Shares and Debentures, included in the Atlantic and St. Lawrence Lease account, is charged to Revenue.)..... | | | | 8,778,909 | 16 |
| Interest paid since Completion of Line as above..... | | | | 388,149 | 23 |
| Unpaid Interest, Debenture Capital, London..... | | | | 655,417 | 81 |
| General Interest Account, Canada..... | | | | 349,141 | 93 |
| Discount on Bills, London..... | | | | 276,637 | 96 |
| Discount on Sale of Atlantic and St. Lawrence Shares..... | | | | 3,990 | 67 |
| Balance at Debit of Revenue Account on 31st December, 1860. (See Revenue Account A)..... | | | | 924,668 | 75 |
| Debenture Purchase Account..... | | | | 292 | 06 |
| Accounts to be classified and charged against Districts of Line : | | | | | |
| J. Bell, Solicitor..... | | 3,163 | 36 | | |
| Rhymney Iron Company, (Invoice wanted)..... | | 15,208 | 78 | | |
| Peto & Co., balance paid, (Invoice wanted) and small balance of stores..... | | 3,380 | 00 | | |
| T. E. Blackwell's Drawing Account..... | | 9,976 | 85 | | |
| Abbott & Froer, (their Account per contra received and waiting complete certification)..... | | 16,511 | 86 | | |
| Goods purchased in London..... | | 3,856 | 07 | | |
| | | | | 52,096 | 92 |
| Atlantic and St. Lawrence Shares, in hand..... | | 158,166 | 65 | | |
| Atlantic and St. Lawrence Debentures..... | | 36,500 | 00 | | |
| Toronto City Debentures..... | | 229,706 | 67 | | |
| Toronto Bonds Suspense Account..... | | 20,293 | 33 | | |
| Cash at Bankers'..... | \$127,925 | 18 | | | |
| Petty Cash..... | 127 | 97 | | | |
| | | | | 128,053 | 15 |
| Stores in hand, per Ledger..... | 417,452 | 22 | | | |
| Fuel in hand..... | 192,108 | 65 | | | |
| | | | | 609,560 | 87 |
| Outstanding Traffic Accounts..... | 546,182 | 33 | | | |
| Less Cash accounted for in London, on Through Traffic Account..... | 35,526 | 68 | | | |
| | | | | 510,655 | 65 |
| Amount placed in the hands of the Provincial Agents under Act 19 and 20 Vic., cap. III. (Balance in excess of Drafts from Canada to be accounted for:) | | | | | |
| On account of Three Rivers and Arthabaska Line..... | \$409,225 | 63 | | | |
| On account of Subsidiary Lines..... | 327,770 | 00 | | | |
| | | | | 736,995 | 63 |
| At Debit of the Atlantic and St. Lawrence Railroad Company..... | | 23,179 | 92 | | |
| Due on Steamship Wharf, Portland..... | | 26,694 | 39 | | |
| Amount paid the Commissioners of the Sinking Fund for redemption of the Portland City Loan..... | | 236,250 | 00 | | |
| Unissued Provincial Bonds Account..... | | 9,441 | 33 | | |
| Canada Drawing Account..... | | 24,000 | 00 | | |
| London Secretary's Drawing Account..... | | 1,569 | 35 | | |
| Postmaster General of Canada..... | | 6,738 | 92 | | |
| Bills Receivable—London..... | | 24,333 | 33 | | |
| Great Western Railway Company..... | | 3,762 | 50 | | |
| Northern Railway Company..... | | 7,225 | 61 | | |
| Port Hope and Lindsay Railway Company..... | | 240 | 71 | | |
| Michigan Central Railroad Company..... | | 341 | 92 | | |
| Petty Debtors Account and other Minor Debits..... | | 21,098 | 36 | | |
| | | | | 2,804,808 | 49 |
| Amount carried forward..... | | | | 69,924,152 | 89 |

**GRAND TRUNK RAILWAY COMPANY OF CANADA.—Statement of the
Total Expenditure, &c.—(Continued.)**

| <i>D.R.</i> | EXPENDED ON. | | |
|-------------|---|-------------|------------------------|
| | | \$ | cts. |
| | Amount brought forward | | 69,924,152 89 |
| | Victoria Bridge Inauguration Account, payable by the Canadian Government..... | \$13,643 | 04 |
| | Ditto Balance in Suspense..... | 2,000 | 00 |
| | | 15,643 | 04 |
| | Outstanding Traffic Accounts..... | 3,504 | 32 |
| | Lands and Buildings at Sarua, in excess of amount transferred to Construction Account..... | 45,649 | 82 |
| | | | 2,879,605 67 |
| | | | \$69,998,950 07 |
| <i>C.R.</i> | PROVIDED BY. | \$ | cts. |
| | <i>Consolidated Fund.</i> | | |
| | Shares Consolidated in Stock..... | | 13,503,649 00 |
| | <i>Share Account.</i> | | |
| | Shares not yet Consolidated..... | 14,438 | 48 |
| | Received on Forfeited Shares..... | 6,716 | 00 |
| | | | 21,154 48 |
| | <i>Debenture Capital.</i> | | |
| | Montreal City Debentures..... | \$400,000 | 00 |
| | Island Pond Debentures..... | 438,000 | 00 |
| | British American Land Co.'s Debentures..... | 100,000 | 00 |
| | Montreal Seminary Debentures..... | 100,000 | 00 |
| | | 1,038,000 | 00 |
| | Quebec and Richmond Debentures..... | 486,666 | 67 |
| | Grand Trunk Debentures:— | | |
| | 6 per cent. Ordinary Debentures..... | 8,394,221 | 34 |
| | 7 per cent. Debentures, due 1862..... | \$2,420,490 | 21 |
| | do do due 1867..... | 2,433,333 | 33 |
| | do do due 1872..... | 2,288,212 | 37 |
| | | 7,142,035 | 91 |
| | Amount received on unissued Company's Debentures, allotted with forfeited Shares, and on Debenture Certificates:— | | |
| | Company's..... | \$17,763 | 34 |
| | Government..... | 17,763 | 34 |
| | | 35,526 | 68 |
| | | | 17,096,450 60 |
| | <i>Preference Debenture Capital.</i> | | |
| | First Preference Debentures..... | 9,733,333 | 33 |
| | Second Preference Debentures..... | 4,066,262 | 23 |
| | | | 13,799,595 56 |
| | <i>Provincial Debentures.</i> | | |
| | Amount of Provincial Debentures issued on account of— | | |
| | The St. Lawrence and Atlantic Railroad..... | 2,275,166 | 67 |
| | “ Quebec and Richmond Railroad..... | 1,216,666 | 66 |
| | “ Grand Trunk Railway..... | 11,650,800 | 00 |
| | | | 15,142,633 33 |
| | Total Nominal Capital..... | | 59,563,482 97 |
| | Add Premium on Sale of Debentures..... | | 330,692 88 |
| | | | 59,894,176 85 |
| | Deduct Discount on Sale of Stock and Debentures..... | 7,845,597 | 70 |
| | Exchange and Commission..... | 131,583 | 11 |
| | Preference Capital Expense Account..... | 81,259 | 64 |
| | | | 2,058,439 85 |
| | Amount carried forward..... | | \$57,835,737 00 |

GRAND TRUNK RAILWAY COMPANY OF CANADA.—Statement of the
Total Expenditure, &c.—(Continued.)

| PROVIDED BY. | \$ | cts. | \$ | cts. |
|---|------------|------|--------------|------|
| Amount brought forward..... | | | 57,835,737 | 00 |
| Bills Payable Outstanding, Canada, (to 30th June, 1860, subsequent Bills included in Private Credits)..... | \$ 155,032 | 42 | | |
| London | 2,504,441 | 10 | | |
| | | | 2,749,473 | 52 |
| Loans on Securities and otherwise (See Schedule B)..... | | | 7,570,612 | 41 |
| Special Loans from Canadian Government..... | | | 178,000 | 00 |
| Private Credits, on Store, Fuel, Engineering, Stationery and Miscel- laneous Disbursement Schedules, (including a small credit to Freight Department for carriage of Company's Stores)..... | | | 597,655 | 92 |
| Private Credits, per General Account..... | | | 27,502 | 18 |
| Credits per Montreal Paymaster's and Portland Treasurer's Accounts: Wages, per Montreal Paymaster's Account..... | \$125,443 | 61 | | |
| Wages and Stores per Portland Treasurer's Account..... | 79,930 | 46 | | |
| | | | 205,374 | 07 |
| Chicago, Detroit and Canada Grand Trunk Junction Railroad Company on their Lease Account..... | | | 166,121 | 71 |
| Interest in arrear, Debenture Capital, London..... | | | 655,417 | 81 |
| Suspense Accounts, Profit and Loss..... | | | 13,055 | 45 |
| | | | | |
| | | | 12,163,213 | 07 |
| | | | \$69,998,950 | 07 |

JOSEPH ELLIOTT,

Secy. and Treasurer.

GRAND TRUNK RAILWAY COMPANY OF CANADA,

Secretary and Treasurer's Office,

Montreal, 20th May, 1861.

EXPENDITURE on Capital Account, for works of Construction, distinguishing the Expenditure for half-year ending 31st December, 1860.

| (See details.) | Miles. | Expenditure to 30th June, 1860. | Expenditure for Half-Year ending 31st Dec., '60. | Total expenditure to 31st Dec., 1860. |
|---|--------|---------------------------------|--|---------------------------------------|
| <i>Eastern Division.</i> | 362 | \$ cts. | \$ cts. | \$ cts. |
| A Engineering | | 309,672 47 | 148,191 06 | 547,863 53 |
| B Works on Permanent Way | | 13,169,059 70 | Cr. 337,731 73 | 12,831,327 97 |
| C Stations, Buildings and Offices | | 1,057,935 78 | 94,841 59 | 1,152,777 37 |
| D Miscellaneous Stock | | 70,282 02 | ..... | 70,282 02 |
| E Electric Telegraph | | 30,425 60 | 256 65 | 30 682 25 |
| General Expenses | | 905,594 68 | ..... | 905,594 66 |
| <i>Victoria Bridge</i> | | 6,494,667 34 | 104,633 34 | 6,599,300 68 |
| <i>Central Division.</i> | 333 | | | |
| A Engineering | | 373,437 42 | 10 00 | 373,447 42 |
| B Works and Permanent Way | | 14,340,465 50 | 10,935 53 | 14,351,401 03 |
| C Stations, Buildings and Offices | | 1,675,785 69 | 10,138 40 | 1,685,924 09 |
| D Miscellaneous Stock | | 32,153 99 | 548 65 | 32,732 64 |
| E Electric Telegraph | | 24,432 66 | 53 23 | 24,485 89 |
| General Expenses | | 731,077 54 | ..... | 731,077 54 |
| <i>Western Division.</i> | 190 | | | |
| A Engineering | | 219,601 44 | 317 14 | 220,418 58 |
| B Works and Permanent Way | | 7,500,673 04 | 57,325 51 | 7,558,498 55 |
| C Stations, Buildings and Offices | | 687,493 89 | 7,235 74 | 694,729 63 |
| D Miscellaneous Stock | | 24,423 63 | 345 62 | 24,769 25 |
| E Electric Telegraph | | 13,513 66 | 63 24 | 13,576 90 |
| General Expenses | | 150,942 64 | ..... | 150,942 64 |
| Compensation to Contractors | | 121,666 67 | ..... | 121,666 67 |
| <i>Lands and Land Damages</i> | | 207,462 73 | 2,544 65 | 210,007 38 |
| <i>Rolling Stock.</i> | | | | |
| Locomotive Stock | | 2,230,163 46 | 147,167 22 | 2,377,330 68 |
| Passenger Car Stock | | 443,299 65 | 41,011 87 | 484,311 52 |
| Merchandise Car Stock | | 1,801,784 24 | 114,729 28 | 1,916,513 52 |
| <i>Portland Division.—(Leased Line.)</i> | 149 | | | |
| A Engineering | | 10,752 35 | ..... | 10,752 35 |
| B Works and Permanent Way | | 939,641 25 | 3,194 03 | 942,835 28 |
| C Stations, Buildings and Offices | | 362,878 81 | 109 38 | 362,988 19 |
| D Miscellaneous Stock | | 5,323 28 | 1,805 23 | 7,128 51 |
| E Electric Telegraph | | 9,467 47 | ..... | 9,467 47 |
| General Expenses | | 118,641 07 | ..... | 118,641 07 |
| Rolling Stock | | 161,544 14 | 207 93 | 169,752 07 |
| Lands in Portland Division | | 7,666 75 | ..... | 7,666 75 |
| <i>Sundries.</i> | | | | |
| Steam Ferry Boats and Barges | | 274,320 49 | 9,196 15 | 283,516 64 |
| Advanced in Canada on Three Rivers and Arthabaska Branch, exclusive of drafts from Canada, on fund in hands of Messrs. Baring | | 162,312 53 | 193,820 97 | 356,133 50 |
| Expended on Works of Detroit Line | | 22,928 81 | 6,097 48 | 29,026 29 |
| Expended on Telegraph, Miscellaneous St'k. &c., of ditto | | 18,474 05 | Cr. 7,954 31 | 10,519 74 |
| Cash Advances to be repaid by Detroit Company | | 9,052 72 | 2,379 73 | 11,432 45 |
| Subscription to St. Lawrence Warehouse and Dock Company | | 123,000 00 | ..... | 123,000 00 |
| Port Hope Railway Junction | | 4,013 56 | ..... | 4,013 56 |
| Union Station, Toronto | | 539 78 | 19,978 51 | 20,518 27 |
| Montreal Extension Railway | | 751 96 | 300 00 | 1,051 96 |
| River du Loup and Woodstock Survey ..... |  | ..... | 1,251 00 | 1,251 00 |
| London Office Expenses, less Transfer Fees | | 113,410 05 | 5,272 36 | 118,682 41 |
| | | \$55,050,764 47 | \$639,275 45 | \$55,690,039 92 |

A. REVENUE ACCOUNT (GENERAL.)

| DR. | | \$ | cts. |
|---|--|-----------------------|------|
| Revenue Suspense Account, Amount charged to Revenue on Transactions previous to 1st July, 1860..... | | 2,386,341 | 26 |
| Balance at debit of Revenue Account for half-year ending 31st Dec., 1860..... | | 10,440 | 57 |
| | | \$2,396,781 83 | |
| CR. | | \$ | cts. |
| Balance at Credit of Revenue, in Accounts of 30th June, 1860, as audited..... | | 1,472,113 | 08 |
| Balance carried to General Account, being the debit against Revenue Account on 31st Dec., 1860..... | | 924,668 | 75 |
| | | \$2,396,781 83 | |

REVENUE ACCOUNT for the half-year ending 31st December, 1860.

(See Details.)

EXPENDITURE.

| | | DR. | |
|----------|---|-----------------------|------|
| | | \$ | cts. |
| G | Expenses connected with the Locomotives..... | 407,431 | 61 |
| H | Expenses connected with the Passenger Traffic..... | 125,401 | 42 |
| I | Expenses connected with the Merchandise Traffic..... | 266,243 | 02 |
| K | Maintenance of the Way and Buildings..... | 474,142 | 74 |
| L | General Charges connected with the Traffic..... | 64,262 | 16 |
| M | Expense of working the Telegraph..... | 11,669 | 21 |
| N | General Expenses, including Direction and Law Charges, &c..... | 29,543 | 33 |
| O | Taxes..... | 16,748 | 61 |
| | Expenses for working the Ferry Boats..... | 11,748 | 91 |
| | Victoria Bridge Maintenance..... | 580 | 83 |
| | Expenses of Sarnia Hotel..... | 2,678 | 80 |
| | Land Damages..... | 1,451 | 01 |
| | Loss and Damage to Property..... | 17,947 | 90 |
| | Compensation for Loss or Injury to Life..... | 1,581 | 70 |
| | Cattle Claims..... | 1,239 | 37 |
| | Conveyance of Passengers and Mails to and from Stations..... | 1,064 | 94 |
| | Cartage and Expenses on Passengers' Goods..... | 11,743 | 90 |
| | Expenses of Agencies in Canada and the United States..... | 23,540 | 90 |
| | Expenses of Agencies in Europe..... | 2,698 | 25 |
| | Ogdensburg Ferry..... | 993 | 25 |
| | Loss on working River du Loup Line..... | 4,889 | 26 |
| | Paid on Contract with Proprietors of Lake Steamers..... | 14,590 | 00 |
| | Freight of Company's Stores and Fuel credited, not otherwise charged..... | 22,136 | 72 |
| | | \$1,514,327 84 | |
| To | Rents and Interest on Mortgages:— | | |
| | Atlantic and St. Lawrence Lease..... | \$190,832 | 40 |
| | Chicago, Detroit and Canada G. T. Junction R. R. Co..... | 87,600 | 00 |
| | Rent of Lands at South Quebec..... | 1,370 | 00 |
| | Rent of Lands at Point St. Charles, Montreal..... | 2,990 | 58 |
| | Interest on Mortgage on Lands at Toronto..... | 1,111 | 00 |
| | Interest on Mortgages on Lands at Sarnia..... | 2,400 | 00 |
| | | 286,303 98 | |
| | | \$1,800,631 82 | |

REVENUE ACCOUNT for the half-year ending 31st Dec., 1860.—(Continued.)

| RECEIPTS. | CR. |
|--|----------------|
| | \$ cts. |
| Passengers, No. 418,076½..... | 795,472 58 |
| Special Service..... | 4,422 30 |
| Baggage..... | 4,747 66 |
| Mails..... | 57,652 80 |
| Merchandise; Tons, 334,145..... | 1,011,030 71 |
| Expresses..... | 15,199 89 |
| Car Hire..... | 546 64 |
| Telegraphic Messages..... | 1,165 76 |
| Newspaper Rent..... | 266 66 |
| Ticket Printing..... | 10 00 |
| Rents..... | 10,461 99 |
| Sarnia Hotel..... | 1,560 00 |
| Amount from Great Western and Northern Railways for use of Union Station, Toronto..... | 2,009 98 |
| Amount from same Companies for Expenses of same..... | 2,504 26 |
| Received for Charter of a Ferry Boat..... | 400 00 |
| Fines..... | 123 98 |
| | \$1,817,575 21 |
| Less—Disputed Claim on Traffic Returns..... | 27,383 96 |
| | \$1,790,191 25 |
| Balance at debit of Revenue Account for half-year ending 31st Dec., 1860, after payment of Rents and interest on Mortgages..... | 10,440 57 |
| | \$1,800,631 82 |

REVENUE SUSPENSE ACCOUNT, being Charges against Revenue (less Credits) which have been made in the Company's Books, in the present half-year, but which were incurred previously to 1st July, 1860.

| DR. | \$ cts. |
|---|--------------|
| Charges on the Company's Freight, (viz: that portion which belonged to Revenue Account, incurred previously to 1st July, 1860, as certified by the several Departments..... | 46,930 86 |
| Returned Gzowski & Co., overcharge on Engines and Cars for Ballasting..... | 23,294 70 |
| Re-rolled Rails paid for in the present half-year, but received in pre- ceding half-year..... | 11,528 37 |
| Loss on working River du Loup Line, in previous accounts..... | 8,169 35 |
| Paid on Lake Steamers, in previous accounts..... | 3,315 00 |
| Paid for Insurance of Buildings at Point St. Charles per previous accounts..... | 23,895 58 |
| Balance for Hire of Cars..... | 77 85 |
| Furniture and supplies to Sarnia Hotel, in previous accounts..... | 9,524 48 |
| Maintenance Tools purchased of Contractors..... | 5,237 33 |
| Union Station Expenses, overcharged and returned..... | 827 94 |
| Traffic Department, bad Debts written off..... | 11,882 62 |
| Carried forward..... | \$145,184 08 |

REVENUE SUSPENSE ACCOUNT.—(Continued.)

| DR. | | |
|---|------------------------------|----------------|
| | <i>Brought forward</i> | \$145,184 08 |
| Rents and Interest on Mortgages : | | |
| Atlantic and St. Lawrence Lease Account..... | \$2,248,766 22 | |
| Rent of Lands at South Quebec..... | 1,864 39 | |
| Interest on Mortgage on Lands at Toronto..... | 751 00 | |
| Interest on Mortgage on Lands at Sarnia..... | 2,400 00 | |
| | | 2,253,781 61 |
| | | \$2,398,965 69 |
| CR. | | \$ cts. |
| Amount credited Detroit Company per first Agreement, returned, the Agreement being cancelled..... | | 5,114 73 |
| Credits on Maintenance Account..... | | 5,865 65 |
| Received from Sarnia Hotel..... | | 1,053 73 |
| Fines..... | | 590 32 |
| | | 12,624 43 |
| Balance debited to Revenue Account, 31st December, 1860..... | | 2,386,341 26 |
| | | \$2,398,965 69 |

GRAND TRUNK RAILWAY COMPANY OF CANADA, }
 Secretary and Treasurer's Office,
 Montreal, 20th May, 1861.

JOSEPH ELLIOTT,
Sec. and Treas.

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DETAILS REFERRED TO IN THE FOREGOING ACCOUNTS.

SCHEDULE B. LOANS ON SECURITIES AND OTHERWISE.

|                                                                                                                                                | \$          | cts. |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------|
| K. D. Hodgson.....                                                                                                                             | 121,590     | 22   |
| Baring Brothers & Co.....                                                                                                                      | 1,408,104   | 95   |
| Special Loan, Bank of Upper Canada.....                                                                                                        | 200,000     | 00   |
| Loans on Company's Ordinary 6 per cent. Bonds.....                                                                                             | 632,666     | 85   |
| Loans on Toronto Corporation Bonds.....                                                                                                        | 183,765     | 33   |
| London Cash Account (due Glyn & Co.).....                                                                                                      | 50,344      | 56   |
| Pete & Co., Company's Debentures Loan Suspense Account.....                                                                                    | 23,713      | 33   |
| Glyn & Co., Loan Account, 1860.....                                                                                                            | 1,385,174   | 96   |
| Thomas Baring, Loan Account, 1860.....                                                                                                         | 261,377     | 96   |
| G. C. Glyn, Loan Account.....                                                                                                                  | 247,835     | 00   |
| Provincial Agents, Loan Account, 1860, London. (Loan on joint security of Postal Revenue of the Company and second Preference Debentures.....) | 245,830     | 66   |
| Glyn, Mills & Co., New Loan, 1860.....                                                                                                         | 158,166     | 66   |
| Baring Brothers & Co., New Loan, 1860.....                                                                                                     | 158,166     | 67   |
| Expense Loan Account, Glyn & Co.....                                                                                                           | 2,433       | 33   |
| Financial Agents of Canada, Loan Account, London Board Minute, 15th Nov., 1860. (Loan on Security of Debentures of Province of Canada).....    | 2,433,333   | 33   |
|                                                                                                                                                | \$7,577,503 | 61   |
| <i>Less</i> Baring Brothers & Co., Suspense Account, London.....                                                                               | 6,891       | 20   |
|                                                                                                                                                | \$7,570,612 | 41   |

## DETAILS OF EXPENDITURE REFERRED TO IN CAPITAL ACCOUNT.

| A | Engineering.                                                            | Eastern Division. | Central Division. | Western Division. | Portland Division. | Total.         |
|---|-------------------------------------------------------------------------|-------------------|-------------------|-------------------|--------------------|----------------|
|   |                                                                         | \$ cts.           | \$ cts.           | \$ cts.           | \$ cts.            | \$ cts.        |
|   | Salaries and Office Expenses.....                                       | 5 00              |                   |                   |                    | 5 00           |
|   | Do River du Loup Section                                                | 148,000 00        |                   |                   |                    | 148,000 00     |
|   | Surveying.....                                                          | 26 06             | 10 00             | \$17 14           |                    | 53 20          |
|   | Maps and Plans.....                                                     | 160 00            |                   |                   |                    | 160 00         |
|   |                                                                         | \$148,191 06      | \$10 00           | \$817 14          |                    | \$149,018 20   |
| B | Works and Permanent Way.                                                |                   |                   |                   |                    |                |
|   | Way contracted for.....                                                 |                   |                   |                   |                    |                |
|   | Rails, Chairs, Ties, &c.....                                            | Cr. 5,565 63      | 8,789 72          | 26,774 46         | 1,617 47           | 41,616 02      |
|   | Way not contracted for.....                                             |                   |                   |                   | 47 60              | 47 60          |
|   | Bridges, Culverts, &c.....                                              | 1,270 37          | Cr. 1,644 43      | 320 45            | 1,075 96           | 1,032 35       |
|   | Extra Works.....                                                        | 238 95            | 2,652 11          | 16,596 32         | 453 00             | 19,940 38      |
|   | Signals.....                                                            |                   | 903 36            | 159 56            |                    | 1,062 92       |
|   | Ballasting.....                                                         | 254 60            | 78 84             | 3,924 22          |                    | 4,257 66       |
|   | Fencing.....                                                            | 146 15            | 155 93            | 40 50             |                    | 342 58         |
|   |                                                                         | Cr. 3,655 56      | \$10,935 53       | \$57,825 51       | \$3,194 03         | \$68,299 51    |
|   | River du Loup Section.....                                              |                   |                   |                   |                    |                |
|   | Transferred per Engineer's Report...<br>To Engineering.....\$148,000 00 |                   |                   |                   |                    |                |
|   | To Station Buildings, &c. 92,636 17                                     |                   |                   |                   |                    |                |
|   | To Locomotive Stock..... 93,440 00                                      |                   |                   |                   |                    |                |
|   |                                                                         | Cr. 334,076 17    |                   |                   |                    | Cr. 334,076 17 |
|   |                                                                         | Cr. 337,731 73    | \$10,935 53       | \$57,825 51       | \$3,194 03         | Cr. 265,776 66 |
| C | Stations, Buildings, and Offices.                                       |                   |                   |                   |                    |                |
|   | Temporary Stations.....                                                 |                   |                   | 2,596 00          |                    | 2,596 00       |
|   | Engine Stations.....                                                    |                   | 2,332 21          | 359 13            |                    | 2,691 34       |
|   | Passenger Stations.....                                                 | 568 07            | 1,848 91          | 352 76            |                    | 2,769 74       |
|   | Do River du Loup Section..                                              | 46,318 09         |                   |                   |                    | 46,318 09      |
|   | Merchandise Stations.....                                               | 164 92            | 317 09            | 799 69            | 25 89              | 1,307 59       |
|   | Do River du Loup Section..                                              | 46,318 05         |                   |                   |                    | 46,318 05      |
|   | Wood and Water Stations.....                                            | 1,400 25          | 3,044 23          | 764 89            | 23 66              | 5,233 03       |
|   | Offices.....                                                            | 2 18              | 21 82             |                   |                    | 24 00          |
|   | Wharves and Depot Grounds.....                                          | 70 00             | 2,574 14          | 2,363 27          | 59 83              | 5,067 24       |
|   |                                                                         | \$94,841 59       | \$10,138 40       | \$7,235 74        | \$109 38           | \$112,325 11   |
| D | Miscellaneous Stock.                                                    | \$ cts.           | \$ cts.           | \$ cts.           | \$ cts.            | \$ cts.        |
|   | Furniture in Offices.....                                               |                   | 548 65            |                   |                    | 548 65         |
|   | Furniture at Stations.....                                              |                   |                   | 271 33            |                    | 271 33         |
|   | Houses.....                                                             |                   |                   | 74 29             | 1,805 23           | 1,879 52       |
|   |                                                                         |                   | \$548 65          | \$345 62          | \$1,805 23         | \$2,699 50     |
| E | Electric Telegraph.                                                     | \$ cts.           | \$ cts.           | \$ cts.           | \$ cts.            | \$ cts.        |
|   | Instruments.....                                                        |                   | 16 00             | 16 00             |                    | 32 00          |
|   | Repairing Implements.....                                               | 103 01            |                   | 40 50             |                    | 143 51         |
|   | Office Fittings.....                                                    | 56 50             | 18 32             | 4 24              |                    | 79 06          |
|   | Batteries.....                                                          | 80 73             | 14 65             |                   |                    | 95 38          |
|   | Incidentals.....                                                        | 16 41             | 4 26              | 2 50              |                    | 23 17          |
|   |                                                                         | \$256 65          | \$53 23           | \$63 24           |                    | \$373 12       |

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**DETAILS OF EXPENDITURE REFERRED TO IN REVENUE ACCOUNT.**


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**G****LOCOMOTIVE EXPENSES.**

|                                                                       | \$               | cts.      |
|-----------------------------------------------------------------------|------------------|-----------|
| Salaries and Wages connected with the working of the Locomotives..... | 95,750           | 71        |
| Firewood.....                                                         | 134,954          | 58        |
| Oil, Tallow, and Waste.....                                           | 14,333           | 46        |
| Materials for Repairing Engines and Tenders.....                      | 58,847           | 16        |
| Wages for do do .....                                                 | 73,701           | 52        |
| Repairs to Workshops, Tanks, Tools, &c.....                           | 824              | 82        |
| Repairs not done by the Company.....                                  | 11,435           | 79        |
| Lighting.....                                                         | 564              | 59        |
| Water.....                                                            | 16,968           | 98        |
|                                                                       | <b>\$407,431</b> | <b>61</b> |

**H****PASSENGER TRAFFIC EXPENSES.**

|                                              | \$               | cts.      |
|----------------------------------------------|------------------|-----------|
| Salaries to Superintendents, Clerks, &c..... | 20,591           | 24        |
| Wages to Conductors, Brakesmen, &c.....      | 30,456           | 20        |
| Oil, Tallow, and Waste.....                  | 3,241            | 50        |
| Materials for Repairing Cars.....            | 17,335           | 24        |
| Wages for do do .....                        | 18,993           | 02        |
| Repairs to Workshops, Tanks, Tools, &c.....  | 4,649            | 96        |
| Repairs not done by the Company.....         | 2,205            | 11        |
| Fuel.....                                    | 7,930            | 89        |
| Small Stores.....                            | 176              | 68        |
| Lighting.....                                | 5,121            | 88        |
| Wages to Switchmen.....                      | 13,662           | 71        |
| Miscellaneous.....                           | 1,036            | 99        |
|                                              | <b>\$125,401</b> | <b>42</b> |

**I****MERCHANDISE TRAFFIC EXPENSES.**

|                                                  | \$               | cts.      |
|--------------------------------------------------|------------------|-----------|
| Salaries to Superintendents, Clerks, &c.....     | 28,494           | 52        |
| Wages to Conductors, Brakesmen, and Porters..... | 81,638           | 49        |
| Oil, Tallow, and Waste.....                      | 16,398           | 85        |
| Materials for Repairing Cars and Sheets.....     | 44,886           | 21        |
| Wages for do do .....                            | 43,926           | 82        |
| Repairs to Workshops, Tanks, Tools, &c.....      | 8,857            | 30        |
| Repairs not done by the Company.....             | 2,226            | 04        |
| Lighting.....                                    | 6,166            | 01        |
| Fuel.....                                        | 9,075            | 75        |
| Small Stores.....                                | 294              | 57        |
| Wages to Switchmen.....                          | 15,116           | 96        |
| Miscellaneous.....                               | 9,161            | 50        |
|                                                  | <b>\$266,243</b> | <b>02</b> |

**K****MAINTENANCE OF WAY AND BUILDINGS.**

|                                                               | \$               | cts.      |
|---------------------------------------------------------------|------------------|-----------|
| Inspector's, Platelayers', and Laborers' Wages and Tools..... | 123,215          | 56        |
| Rails, Chairs, Ties, Fittings, &c.....                        | 185,953          | 62        |
| Ballast and Ballasting.....                                   | 44,110           | 28        |
| Repairs to Bridges, Culverts, &c.....                         | 55,563           | 05        |
| Repairs to Stations, Buildings, &c.....                       | 25,540           | 87        |
| Repairs to House Property.....                                | 4,063            | 35        |
| Proportion of Engineers' Salaries and Office Expenses.....    | 14,075           | 57        |
| Maintenance contracted for.....                               | 19,440           | 04        |
| Small Stores.....                                             | 320              | 02        |
| Lighting.....                                                 | 198              | 82        |
| Fuel.....                                                     | 248              | 90        |
| Miscellaneous .....                                           | 812              | 66        |
|                                                               | <b>\$474,142</b> | <b>74</b> |

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**L** GENERAL CHARGES.
 

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|                                            | \$              | cts.      |
|--------------------------------------------|-----------------|-----------|
| Salaries to Officers and Clerks.....       | 26,643          | 83        |
| Advertising, Printing, and Stationery..... | 19,574          | 01        |
| Law Charges for General Business.....      | 4,372           | 19        |
| Rent and General Office Expenses.....      | 4,399           | 54        |
| Travelling Expenses.....                   | 1,762           | 09        |
| Storekeeper's Expenses.....                | 337             | 21        |
| Insurance.....                             | 501             | 51        |
| Premium of Exchange paid.....              | 273             | 38        |
| Discount and Loss on Bills.....            | 641             | 40        |
| Miscellaneous.....                         | 5,757           | 00        |
|                                            | <b>\$64,262</b> | <b>16</b> |

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**M** TELEGRAPH EXPENSES.
 

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|                                                                     | \$              | cts.      |
|---------------------------------------------------------------------|-----------------|-----------|
| Salaries.....                                                       | 10,287          | 41        |
| Instruments.....                                                    | 6               | 15        |
| Repairs.....                                                        | 37              | 03        |
| Office Fittings.....                                                | 135             | 33        |
| Batteries.....                                                      | 716             | 20        |
| Incidentals.....                                                    | 486             | 46        |
| Stationery, (Telegraph Stationery included in General charges)..... |                 | 03        |
|                                                                     | <b>\$11,669</b> | <b>21</b> |

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**N** GENERAL EXPENSES.
 

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|                                        | \$              | cts.      |
|----------------------------------------|-----------------|-----------|
| Salaries and Office Expenses.....      | 5,006           | 69        |
| Direction.....                         | 8,516           | 67        |
| Books, Stationery and Advertising..... | 2,463           | 68        |
| Insurance.....                         | 2,713           | 69        |
| Lighting.....                          | 78              | 43        |
| Auditing.....                          | 687             | 90        |
| Law and Notarial Charges.....          | 4,378           | 72        |
| Travelling and Miscellaneous.....      | 5,697           | 55        |
|                                        | <b>\$29,543</b> | <b>33</b> |

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**O** TAXES.
 

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|                      | \$              | cts.      |
|----------------------|-----------------|-----------|
| School Taxes.....    | 1,204           | 43        |
| Municipal Taxes..... | 10,150          | 28        |
| Road Taxes.....      | 5,393           | 90        |
|                      | <b>\$16,748</b> | <b>61</b> |

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No. 43.—NORTHERN RAILWAY OF CANADA.—Statement of Receipts and Expenditures on (new) Capital Account, up to the end of the year 1860.

|                                      | \$        | cts. |                                             | \$        | cts. |
|--------------------------------------|-----------|------|---------------------------------------------|-----------|------|
| First Preference Bonds, (delivered). | 491,046   | 67   | In payment of Loans by Govern-<br>ment..... | 121,226   | 33   |
|                                      |           |      | Floating Debt.....                          | 223,866   | 67   |
|                                      |           |      | Preliminary Expenses.....                   | 19,466    | 67   |
|                                      |           |      | Restoration of Works.....                   | 106,580   | 00   |
|                                      |           |      | Discount on Bonds.....                      | 19,907    | 00   |
|                                      | \$491,046 | 67   |                                             | \$491,046 | 67   |

No. 44.—NORTHERN RAILWAY OF CANADA.—Revenue Account for Fiscal Year of 1860.

|                                                                                                        | \$       | cts. |                                                           | \$       | cts. |
|--------------------------------------------------------------------------------------------------------|----------|------|-----------------------------------------------------------|----------|------|
| To Interest on First Preference Bonds:                                                                 |          |      | By net earnings from 1st January to 30th June, 1860.....  | 35,147   | 05   |
| First half-year due and paid 1st July, 1860.....                                                       | 11,388   | 00   | By net earnings from 1st July to 31st December, 1860..... | 37,353   | 40   |
| Second half-year paid 1st January, 1861.....                                                           | 12,596   | 08   |                                                           |          |      |
| Interest on Second Preference Bonds half-year ending 1st Febr'y. 1860, payable 1st February, 1861..... | 31,561   | 13   |                                                           |          |      |
| Balance.....                                                                                           | 16,957   | 24   |                                                           |          |      |
|                                                                                                        | \$72,500 | 45   |                                                           | \$72,500 | 45   |
|                                                                                                        |          |      | By Balance.....                                           | \$16,955 | 24   |

No. 45.—NORTHERN RAILWAY OF CANADA.—General Balance Sheet for the year ending 31st December, 1860.

|                                     | \$          | cts. |                                     | \$          | cts. |
|-------------------------------------|-------------|------|-------------------------------------|-------------|------|
| Capital Account (old).....          | 3,044,937   | 41   | Capital Account (new).....          | 725,620     | 00   |
| Discount on Bonds.....              | 34,090      | 99   | First Preference Bonds.....         | 491,046     | 67   |
| Cash.....                           | 10,308      | 74   | Second do do.....                   | 1,092,566   | 63   |
| Bills Receivable.....               | 5,517       | 60   | Government Lien.....                | 2,311,666   | 67   |
| Due from Stations.....              | 3,416       | 84   | Bonds not entitled to Priority..... | 241,134     | 68   |
| Through Freight.....                | 9,616       | 64   | Bonds not Exchanged.....            | 46,346      | 67   |
| Material on hand.....               | 20,674      | 16   | Revenue Account.....                | 38,506      | 03   |
| Works of restoration.....           | 159,232     | 70   | Bills Payable.....                  | 10,004      | 46   |
| Preliminary Expenses.....           | 19,466      | 67   | Orders on London.....               | 47,153      | 87   |
| First Preference Bonds on hand..... | 779,814     | 27   | All other accounts.....             | 53,945      | 77   |
| All other accounts.....             | 11,415      | 48   |                                     |             |      |
|                                     | \$5,057,991 | 50   |                                     | \$5,057,991 | 50   |

(Signed,)

GEO. BEATTY,

TORONTO, 24th April, 1861,

Secretary.

No. 46.—BUFFALO AND LAKE HURON.—Statement of Capital Account—  
Year ending 31st January, 1861.

| DR. | RECEIPTS.                                                                       | To 31st July,<br>1860. | To 31st Jan.,<br>1861. | Total.         | Sterling.     |
|-----|---------------------------------------------------------------------------------|------------------------|------------------------|----------------|---------------|
|     |                                                                                 | \$ cts.                | \$ cts.                | \$ cts.        | £ s. d.       |
|     | Original Shares, (1st and 2nd Issue).....                                       | 2,993,000 00           | .....                  | 2,993,000 00   | 615,000 0 0   |
|     | Preference Shares.....                                                          | 651,942 62             | .....                  | 651,942 62     | 133,960 16 3  |
|     | New Shares (April, 1859, Issue).....                                            | 364,580 27             | 336,178 37             | 700,758 64     | 143,991 10 0  |
|     | Chattel Mortgage Bonds.....                                                     | 187,366 66             | .....                  | 187,366 66     | 30,000 0 0    |
|     |                                                                                 | \$4,196,889 55         | 336,178 37             | 4,533,067 92   |               |
|     | Less Mortgage Bonds repaid.....                                                 | .....                  | 41,366 67              | 41,366 67      |               |
|     |                                                                                 | \$4,196,889 55         | 294,811 70             | 4,491,701 25   | 922,952 6 2   |
|     | Balance.....                                                                    | .....                  | 41,043 62              | 41,043 62      | 8,433 12 6    |
|     |                                                                                 | \$4,196,889 55         | \$335,855 32           | \$4,532,744 87 | £931,385 18 9 |
| DR. | PAYMENTS.                                                                       | To 31st July,<br>1860. | To 31st Jan.,<br>1861. | Total.         | Sterling.     |
|     |                                                                                 | \$ cts.                | \$ cts.                | \$ cts.        | £ s. d.       |
|     | Advertising, Printing and Stationery.....                                       | 3,592 02               | 147 13                 | 3,739 15       | 768 6 5       |
|     | Preliminary, Parliamentary, and Legal<br>Expenses.....                          | 41,584 35              | 1,772 15               | 43,356 50      | 8,908 17 6    |
|     | Direction, Salaries, Office Expenses, Tra-<br>velling.....                      | 42,553 01              | 1,968 06               | 44,521 07      | 9,148 3 3     |
|     | Office and Station Furniture and Fit-<br>tings, Ticket Machines, &c.....        | 12,063 64              | 10 60                  | 11,495 94      | 2,362 3 6     |
|     | Less for T. Machine destroyed..\$578.30 }                                       |                        |                        |                |               |
|     | Engineering and Surveying.....                                                  | 65,787 53              | 2,152 00               | 67,939 53      | 13,060 3 6    |
|     | Land for Road and Stations.....                                                 | 46,653 51              | 2,563 18               | 49,216 69      | 10,113 0 5    |
|     | Works and Buildings.....                                                        | 1,919,503 80           | 42,605 39              | 1,962,109 19   | 403,173 2 6   |
|     | Engines and Tenders.....                                                        | 333,789 08             | 204 00                 | 333,993 08     | 68,628 14 4   |
|     | Cars, Trucks, Wagons, and other Rolling<br>Stock.....                           | 327,227 81             | 47,659 95              | 374,887 76     | 77,031 14 10  |
|     | Steamboats.....                                                                 | 97,914 76              | .....                  | 97,914 76      | 20,119 9 5    |
|     | Buffalo Extension, and Fort Erie New<br>Works.....                              | 101,725 67             | 3,634 76               | 105,360 43     | 21,649 8 1    |
|     | Goderich Extension and Harbor.....                                              | 37,669 93              | 91,061 38              | 128,731 31     | 26,451 12 9   |
|     | Stationery, Engines and Boilers.....                                            | 2,263 28               | .....                  | 2,263 28       | 465 1 2       |
|     | Stores.....                                                                     | 3,416 97               | .....                  | 3,416 90       | 702 2 1       |
|     | Rental Account.....                                                             | 524,800 50             | 146,000 00             | 670,800 50     | 137,835 14 5  |
|     | Forfeited Shares sold, &c.....                                                  | 27,905 34              | .....                  | 27,905 34      | 5,733 19 6    |
|     | Loss Account — Less Credit<br>transferred.....\$25,493 49                       | 165,321 98             | .....                  | 136,828 49     | 28,115 8 11   |
|     | Interest and Premium Account.....                                               | 120,307 43             | 20,680 71              | 140,988 14     | 28,970 3 6    |
|     | Settlement and Expenses, Whitehead and<br>Company.....                          | 5,374 85               | 125,308 40             | 130,683 25     | 26,852 14 5   |
|     | Unsettled Account of former Directors.....                                      | .....                  | 10,704 12              | 10,704 12      | 2,199 9 5     |
|     |                                                                                 | \$3,879,455 39         | 496,471 93             | 4,346,855 43   | .....         |
|     | Buffalo, Brantford, and Goderich Railway<br>Company, Balance on Canada Books... | \$8,356 04             | 200 00                 | \$8,556 04     | 18,196 8 10   |
|     | Deferred Bonds.....                                                             | 97,333 40              | .....                  | 97,333 40      | 20,000 0 0    |
|     |                                                                                 | \$4,065,144 83         | \$496,671 83           | \$4,532,744 87 | £931,385 18 9 |
|     | By Balance brought down.....                                                    | .....                  | .....                  | \$41,043 62    | £8,433 12 6   |

(Signed,)

THOS. W. BUSSELL,  
Accountant.

ACCOUNTANT'S OFFICE,  
Brantford, C. W., April 18th, 1861.



No. 47.—BUFFALO AND LAKE HURON RAILWAY.—Revenue Account for the year ending 31st January, 1861.

| Dr.                             | REVENUE. |    |      | EXPENSES.                                                          |              |      | Cr.          | Sterling. |    |    |
|---------------------------------|----------|----|------|--------------------------------------------------------------------|--------------|------|--------------|-----------|----|----|
|                                 |          | \$ | cts. |                                                                    | \$           | cts. |              | £         | s. | d. |
| Passengers.....                 | 100,132  | 02 |      | Maintenance of Way and Buildings.....                              | 60,850       | 40   | 13,736       | 8         | 1  |    |
| Freight.....                    | 202,998  | 64 |      | Locomotive Expenses.....                                           | 55,243       | 36   | 11,351       | 7         | 5  |    |
| Mails.....                      | 4,830    | 00 |      | Transportation Expenses.....                                       | 45,705       | 30   | 9,409        | 10        | 10 |    |
| Express and Parcels.....        | 5,017    | 37 |      | General Charges.....                                               | 30,507       | 60   | 6,268        | 13        | 7  |    |
| Rent of Stations, &c.....       | 1,573    | 80 |      | Compensation Claims.....                                           | 1,250        | 79   | 257          | 0         | 3  |    |
| Demurrage.....                  | 132      | 15 |      | Freight Commissions and Allowances.....                            | 1,860        | 15   | 352          | 4         | 5  |    |
| Storage.....                    | 40       | 41 |      | Steamboat Expenses, viz—                                           |              |      |              |           |    |    |
| Custom's Fees.....              | 75       | 37 |      | “International” Ferry Boat.....                                    |              |      |              |           |    |    |
| News Vending, &c., in Cars..... | 230      | 69 |      | Payments on account of “Troy,”.....                                |              |      | 13,118       | 52        |    |    |
| Telegraphs.....                 | 40       | 94 |      | Transportation of Passengers and Freight.....                      | 14,201       | 04   | 2,918        | 0         | 4  |    |
| Transfer Fees.....              | 273      | 89 |      | Through Passenger Expenses.....                                    | 14,609       | 43   | 3,001        | 18        | 4  |    |
| Special Trains.....             | 383      | 30 |      | Direction, being proportion of Compensation to Canadian Board..... | 5,890        | 76   | 1,210        | 8         | 8  |    |
|                                 |          |    |      | Proportion of Expenses of London Office.....                       |              |      |              |           |    |    |
|                                 |          |    |      | Government Inspection Charges.....                                 | 986          | 66   | 202          | 14        | 10 |    |
|                                 |          |    |      | Insurance Fund.....                                                | 8,802        | 70   | 1,808        | 15        | 9  |    |
|                                 |          |    |      | Ditto Premiums paid.....                                           | 801          | 07   | 164          | 12        | 0  |    |
|                                 |          |    |      | Law Expenses.....                                                  | 5,357        | 22   | 1,103        | 16        | 0  |    |
|                                 |          |    |      | Taxes.....                                                         | 3,125        | 38   | 642          | 4         | 1  |    |
|                                 |          |    |      | Accident Account.....                                              | 2,018        | 22   | 414          | 14        | 1  |    |
|                                 |          |    |      | Receiption of H. R. H. the Prince of Wales.....                    | 2,733        | 26   | 561          | 12        | 8  |    |
|                                 |          |    |      |                                                                    | 1,655        | 67   | 340          | 7         | 6  |    |
|                                 |          |    |      | Bad Debts written off.....                                         | 261,719      | 07   | 53,777       | 17        | 10 |    |
|                                 |          |    |      | Balance.....                                                       | 2,472        | 22   | 507          | 19        | 10 |    |
|                                 |          |    |      |                                                                    | 51,572       | 70   | 10,597       | 2         | 9  |    |
| To Balance Brought down.....    |          |    |      |                                                                    | \$315,703 99 |      | \$315,703 99 |           |    |    |
|                                 |          |    |      |                                                                    |              |      | 64,883       | 0         | 5  |    |
|                                 |          |    |      |                                                                    |              |      | £10,597      | 2         | 9  |    |

(Signed,) THOS. W. BUSSELL, Accountant.

ACCOUNTANT'S OFFICE,  
Brantford, C.W., April 18, 1861.

No. 48.—BUFFALO AND LAKE HURON RAILWAY.—General Balance Sheet, 31st January, 1861.

| D.R.                                                                                   |                     | C.R.                                                                  |                     | Sterling.     |             |
|----------------------------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------|---------------------|---------------|-------------|
|                                                                                        | \$ cts.             |                                                                       | \$ cts.             | £             | s. d.       |
| To Balance at credit of "Revenue" Account.....                                         | 45,162 08           | By Cash at Banks.....                                                 | 37,051 14           | 5,559         | 1 4         |
| " Traffic Balances due to Foreign Companies.....                                       | 12,317 20           | " Balance at debit of Capital Account.....                            | 41,043 62           | 8,433         | 12 0        |
| " Sundry Accounts passed not yet paid.....                                             | 6,212 50            | " Traffic Balances due from Foreign Companies.....                    | 7,611 37            | 1,561         | 0 5         |
| " Suspense Account for Salaries and Wages.....                                         | 3,167 00            | " Stores and Wood, &c., on hand.....                                  | 55,893 69           | 11,485        | 0 2         |
| " Balance for Maintenance plant handed over to Contractors.....                        | 4,905 62            | " Valuation of Plant handed over to Maintenance Contractor.....       | 10,538 22           | 3,165         | 7 9         |
| " Amounts due to Contractor for certificates passed do retained from Certificates..... | 8,705 07            | " Amount outstanding on Wood and Land advances by into Contracts..... | 3,579 20            | 735           | 9 1         |
| " do at credit Insurance Fund.....                                                     | 2,841 62            | " Amount in Suspense for fitting Royal Car.....                       | 1,000 00            | 205           | 9 7         |
| " Sundry Accounts as per Ledger.....                                                   | 4,588 40            | " Insurance paid not yet chargeable.....                              | 1,897 02            | 389           | 16 0        |
| " Coupon interest Account.....                                                         | 40,641 61           | " Sundry Accounts as per Ledger.....                                  | 4,708 19            | 967           | 8 9         |
| " Amount due Commissioners of Income Tax.....                                          | 3,057 31            | " Sundry Floating Accounts with Station.....                          | 12,332 69           | 2,584         | 2 3         |
| " do on Loan.....                                                                      | 48,666 67           | " Amount to debit of General Agent.....                               | 5,006 00            | 1,028         | 12 7        |
| " Unclaimed Dividend Account.....                                                      | \$ 68               | " Letter of credit in hands of Treasurer.....                         | 14,600 00           | 3,000         | 0 0         |
|                                                                                        |                     | " Cash received late.....                                             | 1,811 25            | 373           | 3 5         |
|                                                                                        |                     | " Suspense Account.....                                               | 3,018 83            | 620           | 6 2         |
|                                                                                        |                     | " Arrears of Call.....                                                | 273 75              | 56            | 5 0         |
| <b>Total.....</b>                                                                      | <b>\$190,368 17</b> | <b>Total.....</b>                                                     | <b>\$190,368 17</b> | <b>39,116</b> | <b>15 0</b> |

ACCOUNTANT'S OFFICE,  
Brantford, C. W., April 18th, 1861.

(Signed,) THOMAS W. BUSSELL,  
Accountant.

## No. 49.—LONDON AND PORT STANLEY RAILWAY COMPANY.

SUPERINTENDENT'S DEPARTMENT,

LONDON, April 19, 1861.

J. G. VANSITTART, Esq.,

Secretary Board of Railway Commissioners,  
Quebec.

DEAR SIR,—

I enclose answers to the questions 1, 2 and 3, which I promised; hoping the information contained in the Returns will be satisfactory,

I remain,

Yours respectfully,

W. BOWMAN.

|                                       |                |
|---------------------------------------|----------------|
| 1st.—Received on Capital Account..... | \$939,452 00   |
| Expended on Capital Account.....      | \$1,017,220 00 |
| 2nd.—Traffic Receipts for 1860.....   | \$29,385 77    |
| Expended in 1860.....                 | \$23,256 02    |

## BALANCE SHEET.

|                         | \$          | cts. |                                         | \$          | cts. |
|-------------------------|-------------|------|-----------------------------------------|-------------|------|
| Receipts on Stock - - - | 420,052     | 00   | Iron Account - - -                      | 141,724     | 00   |
| "    1st Bonds - - -    | 399,400     | 00   | Right of Way Account - - -              | 121,718     | 00   |
| "    2nd Bonds - - -    | 120,000     | 00   | Rolling Stock Account - - -             | 73,240      | 00   |
| Floating Debt - - -     | 877,770     | 00   | Turn Tables and Buildings - - -         | 32,474      | 00   |
|                         |             |      | Superstructure & Incidental ac't, - - - | 457,034     | 00   |
|                         |             |      | Engineering Account - - -               | 37,916      | 00   |
|                         |             |      | Interest Account - - -                  | 45,016      | 00   |
|                         |             |      | Discount on Debentures - - -            | 108,100     | 00   |
| Total - - -             | \$1,017,222 | 00   | Total - - -                             | \$1,017,222 | 00   |

No. 50.—WELLAND RAILWAY, 1860.

EARNINGS.

| PERIOD.                                        | Passengers. | Freight.    | Elevating. | Rent of Cars. | Total.      | Per Week.  |
|------------------------------------------------|-------------|-------------|------------|---------------|-------------|------------|
|                                                | \$ cts.     | \$ cts.     | \$ cts.    | \$ cts.       | \$ cts.     | \$ cts.    |
| Half-year ending June 30th.....                | 2,558 76    | 10,893 87   | 1,559 16   | 4,055 00      | 19,066 79   | 733 34     |
| Do do December 31st.....                       | 3,722 66    | 36,314 05   | 5,450 91   |               | 45,487 62   | 1,749 52   |
| 14,650 Passengers at nearly 43 cents each..... | \$6,281 42  | \$47,207 92 | \$6,010 07 | \$4,055 00    | \$61,554 41 | \$1,211 43 |

EXPENSES.

| PERIOD.              | Running Trains. | Maintaining Rolling Stock. | Maintaining Roadway. | Maintaining Elevators. | Maintaining Stations. | Maintaining Telegraph. | Elevating & Shipping. | Traffic Contingencies. | Office Expenses. | Total Expenses. |
|----------------------|-----------------|----------------------------|----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|------------------|-----------------|
|                      | \$ cts.         | \$ cts.                    | \$ cts.              | \$ cts.                | \$ cts.               | \$ cts.                | \$ cts.               | \$ cts.                | \$ cts.          | \$ cts.         |
| First 6 Months.....  | 6,392 40        | 2,345 53                   | 3,008 70             | 68 17                  | 138 50                |                        |                       | 3,252 39               | 1,816 01         | 16,833 20       |
| July.....            | 1,057 09        | 379 99                     | 507 12               |                        |                       | 16 52                  |                       | 678 42                 | 189 00           | 4,008 30        |
| August.....          | 1,796 59        | 670 05                     | 568 56               | 273 02                 |                       | 1,518 75               |                       | 1,132 22               | 352 98           | 6,321 17        |
| September.....       | 1,927 71        | 536 48                     | 840 31               | 295 26                 | 16 91                 | 37 95                  |                       | 728 50                 | 402 56           | 6,380 43        |
| October.....         | 1,913 14        | 1,543 74                   | 1,992 54             | 332 51                 |                       | 41 43                  |                       | 830 12                 | 441 04           | 7,380 01        |
| November.....        | 1,001 68        | 617 38                     | 507 75               | 69 65                  |                       |                        |                       | 863 26                 | 479 83           | 6,100 37        |
| December.....        | 1,268 57        | 289 00                     | 403 60               | 10 88                  | 144 53                |                        | 4 69                  | 1,608 82               | 297 72           | 4,200 84        |
| Second 6 Months..... | 9,864 78        | 4,045 64                   | 3,620 27             | 981 32                 | 318 51                | 103 59                 | 7,362 48              | 5,931 43               | 2,163 13         | 34,391 15       |
| Year.....            | \$10,257 18     | \$6,391 17                 | \$6,628 97           | \$1,049 49             | \$318 51              | \$103 59               | \$7,362 48            | \$9,183 82             | \$3,979 14       | \$51,274 35     |

Gross Earnings.....\$64,554 41  
 Gross Expenses.....51,274 35  
 Net.....\$13,280 06 \$79 42 per cent. Earnings.  
 \$20 68 per cent. Earnings.

(Signed), HIRAM SLATE, Secretary.

## No. 51.—WELLAND RAILWAY.—General Balance Sheet, 31st Dec., 1860.

|                       | \$          | cts. |                                  | \$          | cts. |
|-----------------------|-------------|------|----------------------------------|-------------|------|
| To Stock paid up..... | 710,299     | 80   | By Construction Account.....     | 1,309,209   | 92   |
| To Bond Account.....  | 416,131     | 64   | By Steamer Account.....          | 781         | 17   |
|                       | 1,126,431   | 24   | By Fuel Account.....             | 5,235       | 36   |
| Floating Debt.....    | 223,339     | 49   | By Stores ".....                 | 327         | 01   |
|                       |             |      | By Cash ".....                   | 2           | 82   |
|                       |             |      | To Debts due to the Company..... | 1,315,608   | 28   |
|                       |             |      |                                  | 34,184      | 45   |
|                       | \$1,349,770 | 73   |                                  | \$1,349,770 | 73   |

(Signed,)

HIRAM SLATE,  
*Secretary.*

## No. 52.—BROCKVILLE AND OTTAWA RAILWAY.—Receipts and Expenditure for 1860.

| Date.        |                                         | \$     | cts. | \$     | cts. |
|--------------|-----------------------------------------|--------|------|--------|------|
|              | Cr.                                     |        |      |        |      |
| December 31. | By Passengers.....                      | 27,005 | 58   |        |      |
|              | By Freight.....                         | 19,272 | 99   |        |      |
|              | By Lumber and Cordwood.....             | 5,320  | 50   |        |      |
|              | By Mail Service.....                    | 1,885  | 97   |        |      |
|              | By Express.....                         | 318    | 05   |        |      |
|              |                                         |        |      | 53,801 | 10   |
|              | Dr.                                     |        |      |        |      |
| December 31. | Permanent Way and Works.....            | 9,340  | 51   |        |      |
|              | Locomotive Power and Rolling Stock..... | 11,062 | 76   |        |      |
|              | Passenger Transit and Freight.....      | 8,559  | 20   |        |      |
|              | Miscellaneous.....                      | 5,464  | 78   |        |      |
|              | Net Income.....                         |        |      | 34,427 | 25   |
|              |                                         |        |      | 19,373 | 85   |

NOTE.—The above income was all expended in payment of Interest }  
and in construction and extension of Line. }

(Signed,)

ROBT. HARVEY,  
*Sec. & Treas., B. & O. R. R.*

Brockville, 23rd May, 1861.

**No. 53.—BROCKVILLE AND OTTAWA RAILWAY.**—Abstract and Balance Sheet of Cash received and expended from the 1st January, 1860, to this date.

| Date.        | DR.                                                                                                                       |              | Date.        | CR.                                       | \$       | cts. |
|--------------|---------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------------------------|----------|------|
| 1860.        |                                                                                                                           |              | 1860.        |                                           |          |      |
| Dec. 31..... | To total amount received during the year 1860, for Freight, Passengers, Mail Service, Back Charges on Goods, &c., &c..... | \$ 67,491 09 | Dec. 31..... | By Back Charges on Goods.....             | 14,514   | 84   |
|              |                                                                                                                           |              |              | “ Construction and Extension of Line..... | 14,071   | 50   |
|              |                                                                                                                           |              |              | “ Interest.....                           | 4,063    | 00   |
|              |                                                                                                                           |              |              | “ Operating Expenses.....                 | 33,989   | 75   |
|              |                                                                                                                           | \$67,494 09  |              |                                           |          |      |
|              |                                                                                                                           |              |              |                                           | \$67,494 | 09   |

Brockville, 23rd May, 1861.

(Signed,) **ROBERT HARVEY,**  
*Secy. and Treasurer B. and O. R. R. Company.*

**No. 54.—MONTREAL AND CHAMPLAIN RAILWAY.**—Receipts and Expenditure on Capital Account for year 1860.

| Date. | DR.                                                                                                                                  |             | Date. | CR.                                                                                       | \$       | cts. |
|-------|--------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------------------------------------------------------------------------------------------|----------|------|
|       | To Industry Village and St. Lawrence R. R. Co., for a Passenger Car.....                                                             | 400         |       | By Cash paid for Land.....                                                                | 376      | 27   |
|       | To Grand Trunk Junction for Railroad Iron and in Construction.....                                                                   | 1,715       |       | “ “ The Ladies of the Hotel Dieu, for commutation of Seigneurial Dues.....                | 170      | 00   |
|       | To H. R. Campbell, Contractor, thirty-three and four-tenth shares of Capital Stock, charged him in final settlement of contract..... | 6,680       |       | By Cash:                                                                                  |          |      |
|       | To Balance from Revenue.....                                                                                                         | 8,437 87    |       | Notarial Fees, in connection with the above.....                                          | 2,400    | 00   |
|       |                                                                                                                                      |             |       | By H. R. Campbell, Contractor, final settlement for construction of Bond and wharves..... | 18       | 50   |
|       |                                                                                                                                      | \$17,235 87 |       |                                                                                           | 14,271   | 10   |
|       |                                                                                                                                      |             |       |                                                                                           | \$17,235 | 87   |

(Signed,)

**G. IRVING,**  
*Accountant, M. & C. R. R. Company.*

Dr. No. 55.—MONTREAL AND CHAMPLAIN RAILWAY.—Revenue and Expenditure, 1860.

|                                                             | \$        | cts. |                                                   | \$     | cts. |  | \$ | cts.         |
|-------------------------------------------------------------|-----------|------|---------------------------------------------------|--------|------|--|----|--------------|
| Roadway (Railway Repairs).....                              |           |      | Thro' and Local Passenger's (Rouses' Point).....  | 22,869 | 74   |  |    |              |
| Locomotive Power (Motive Power).....                        | 24,668    | 67   | do (St. John's).....                              | 15,907 | 15   |  |    |              |
| Rolling Stock (Ordinary Car Repairs).....                   | 35,240    | 94   | do (St. Lambert).....                             | 2,292  | 00   |  |    |              |
| do (Extraordinary do ).....                                 | 5,856     | 25   | do (Way Stations).....                            | 3,713  | 54   |  |    |              |
| Passenger and Freight Transit (Transportation Express)..... | 1,755     | 00   | do (Montreal).....                                | 25,989 | 47   |  |    |              |
| Miscellaneous (Building Repairs).....                       |           |      | do ( " and Lachine).....                          | 22,348 | 47   |  |    |              |
| do (Incidental Expenses).....                               | 2,751     | 71   | do ( " & Province Line).....                      | 11,028 | 11   |  |    |              |
| do (Iron Duke, current).....                                | 10,728    | 43   | do ( " and Iron Duke).....                        | 9,537  | 91   |  |    | 113,434 60   |
| do (Iroquois, current).....                                 | 7,500     | 00   | Through and Local Freight to (Rouses' Point)..... | 17,474 | 33   |  |    |              |
| do (Wharves).....                                           | 6,141     | 16   | do (St. John's).....                              | 11,429 | 64   |  |    |              |
| do (Car Hire).....                                          | 2,200     | 00   | do (St. Lambert).....                             | 28,428 | 28   |  |    |              |
| do (Steamer Richelieu).....                                 | 755       | 62   | do (Way Stations).....                            | 2,687  | 34   |  |    |              |
| do (Annual vote to President).....                          | 4,522     | 92   | do (Mont'r) & Prov. Line).....                    | 22,509 | 10   |  |    | 82,628 69    |
|                                                             | 3,000     | 00   | Mails (Mail Contracts).....                       |        |      |  |    | 6,941 00     |
| Interest on Debt. (Bonds) non Mortgage.....                 |           |      | Other Sources (Bonis).....                        | 14,016 | 12   |  |    |              |
| do (First Mortgage Bonds).....                              | 6,049     | 00   | do (Terminal charges).....                        | 1,787  | 00   |  |    |              |
| do (Second do ).....                                        | 35,413    | 17   | do (Storage).....                                 | 292    | 25   |  |    |              |
| do (Lachine do ).....                                       | 12,985    | 00   | do (Wood).....                                    | 2,487  | 19   |  |    |              |
| do (Trust do ).....                                         | 15,039    | 15   | do (J. V. & St. L. R. R. Dividend).....           | 480    | 00   |  |    |              |
| do (Floating Debt).....                                     | 18,000    | 00   | do (Steamer Richelieu).....                       | 2,983  | 43   |  |    |              |
|                                                             | 6,965     | 37   | do (Iron Duke Ferry).....                         | 2,974  | 32   |  |    |              |
|                                                             |           |      | do (Iroquois do ).....                            | 4,508  | 75   |  |    |              |
| Balance.....                                                | 92,451    | 69   |                                                   |        |      |  |    | 29,899 06    |
|                                                             | 4,002     | 13   |                                                   |        |      |  |    | \$232,803 44 |
|                                                             | \$232,803 | 44   |                                                   |        |      |  |    |              |

(Signed,)

G. IRVING,  
Accountant, M. & C. R. R. Company.

*Dr.* No. 56.—BALANCE SHEET of the Montreal and Champlain Railroad Company, 31st December, 1860. *Cr.*

| LIABILITIES.                                              |  | \$          | cts. | ASSETS.                                      |  | \$     | cts.         |
|-----------------------------------------------------------|--|-------------|------|----------------------------------------------|--|--------|--------------|
| To Consolidated Stock :                                   |  |             |      | By Cash .....                                |  |        | cts.         |
| Six thousand one hundred and twenty-eight thirty-         |  |             |      | " Bills Receivable.....                      |  |        | 2,021 17     |
| seven forty shares of \$200 each.....                     |  |             |      | " Railroad Property, including wharves, Sta- |  |        | 1,122 32     |
| To First Mortgage Bonds.....                              |  | 1,226,250   | 00   | tions, &c.....                               |  |        | 2,303,974 11 |
| " Second do .....                                         |  | 577,186     | 66   | " Ferry Steamers.....                        |  |        | 91,451 05    |
| " do do Ist.....                                          |  | 192,200     | 00   | " Vermont and Boston Telegraph Stock.....    |  | 1,500  | 00           |
| " do do .....                                             |  | 200,000     | 00   | " S. S. and Chamblay R. R. Bonds.....        |  | 2,433  | 33           |
| " Bonds No. 1 (Non-Mortgage).....                         |  | 21,400      | 00   | " J. V. and St. Lawrence R. R. Stock.....    |  | 11,377 | 33           |
| " do 2 (.....)                                            |  | 63,000      | 00   | " Fuel and Materials on hand.....            |  |        | 15,310 66    |
| " Mortgages on Mofatts' Island.....                       |  |             |      | " Open Accounts due the Company.....         |  |        | 13,251 90    |
| " Bills payable.....                                      |  | 5,600       | 00   | " Profit and Loss.....                       |  |        | 79,152 02    |
| " Trust Debentures, Montreal and New York R. R. Debt..... |  | 125,525     | 51   |                                              |  |        | 179,391 61   |
| " Sundry debts due by the Company.....                    |  | 322,847     | 44   |                                              |  |        |              |
|                                                           |  | 42,565      | 23   |                                              |  |        |              |
|                                                           |  |             |      |                                              |  |        |              |
|                                                           |  | \$2,776,574 | 84   |                                              |  |        |              |

(Signed,)

G. IRVING, Accountant.

Montreal, 13th February, 1861.



No. 57.—RECEIPTS AND EXPENDITURE on Capital Account, Ottawa and Prescott Railway Company, to 31st December, 1860.

| RECEIPTS.                                   | EXPENDITURE.                                 |
|---------------------------------------------|----------------------------------------------|
| From Capital Stock.....                     | Engineering.....                             |
| Preferential Stock.....                     | Fencing.....                                 |
| 1st Mortgage Bonds.....                     | Clearing and Grubbing.....                   |
| Municipal Loan Fund.....                    | Grading.....                                 |
| 3rd Mortgage (Grand Trunk Relief Acts)..... | Incidental Expenses.....                     |
| Balance.....                                | Masonry.....                                 |
|                                             | Superstructure.....                          |
|                                             | Wharfing.....                                |
|                                             | Buildings.....                               |
|                                             | Bridging.....                                |
|                                             | Interest.....                                |
|                                             | Equipment.....                               |
|                                             | Iron Rails and Freight.....                  |
|                                             | Travelling Expenses.....                     |
|                                             | Law Expenses.....                            |
|                                             | Salaries.....                                |
|                                             | Lands and Damages.....                       |
|                                             | Discount on Debentures.....                  |
|                                             | Damage on Bills of Exchange.....             |
|                                             | Loss of Iron.....                            |
|                                             | Damage for breach of Ferryboat Contract..... |
|                                             | Rebuilding Locomotives.....                  |
| Total.....                                  | Total.....                                   |
| \$1,432,647 21                              | \$1,432,647 21                               |

(Signed,) JOHN R. WHITE,  
Treasurer.

No. 58.—REVENUE ACCOUNT, Ottawa and Prescott Railway—Receipts and Expenses for 1860.

| EXPENSES.                                         |                 | RECEIPTS. |                 |                 |                |                 |  |
|---------------------------------------------------|-----------------|-----------|-----------------|-----------------|----------------|-----------------|--|
|                                                   | \$              | cts.      | Passengers.     | Freight.        | Miscellaneous. | Total.          |  |
|                                                   | \$              | cts.      | \$              | \$              | \$             | \$              |  |
| Contingent and Office Expenses, and Loss by Fire. | 5,404           | 66        |                 |                 |                |                 |  |
| Advertising                                       | 737             | 40        |                 |                 |                |                 |  |
| Mail Service                                      | 592             | 00        |                 |                 |                |                 |  |
| Goods lost and damaged                            | 359             | 12        |                 |                 |                |                 |  |
| General Superintendence                           | 4,893           | 30        |                 |                 |                |                 |  |
| Clerks and Agents                                 | 5,056           | 12        | 1,559           | 3,033           | 182            | 4,774           |  |
| Conductors, Baggage and Brakemen                  | 2,614           | 00        | 1,671           | 2,891           | 187            | 4,750           |  |
| Engine and Firemen                                | 2,920           | 00        | 2,516           | 2,672           | 197            | 5,385           |  |
| Wood and Water Station attendance                 | 1,166           | 25        | 2,476           | 1,760           | 323            | 4,559           |  |
| Wash and Switchmen                                | 2,455           | 23        | 3,090           | 1,874           | 202            | 5,167           |  |
| Labor, handling Freight                           | 2,403           | 29        | 3,535           | 2,511           | 193            | 6,240           |  |
| Labor on Wood Train                               | 336             | 89        | 4,200           | 3,275           | 109            | 7,075           |  |
| Repairs on Locomotives                            | 1,978           | 27        | 4,848           | 3,518           | 250            | 8,617           |  |
| “ Cars                                            | 2,755           | 61        | 5,140           | 3,632           | 194            | 8,907           |  |
| “ Bridges                                         | 61              | 00        | 3,902           | 3,910           | 204            | 8,016           |  |
| “ Roadway                                         | 8,973           | 34        | 3,175           | 2,903           | 269            | 6,348           |  |
| “ Wharf                                           | 24              | 70        | 1,060           | 2,917           | 22             | 4,858           |  |
| Rebuilding Locomotives                            | 1,359           | 64        |                 |                 |                |                 |  |
| Fuel                                              | 6,768           | 13        |                 |                 |                |                 |  |
| Oil and Waste                                     | 1,223           | 55        |                 |                 |                |                 |  |
| Tools and Machinery in Shop                       | 487             | 39        |                 |                 |                |                 |  |
| Taxes                                             | 237             | 06        |                 |                 |                |                 |  |
| Buildings and Repairs                             | 647             | 26        |                 |                 |                |                 |  |
| <b>Total</b>                                      | <b>\$51,465</b> | <b>11</b> | <b>\$37,775</b> | <b>\$31,931</b> | <b>\$2,655</b> | <b>\$76,362</b> |  |

No. 59.—BALANCE SHEET, Ottawa and Prescott Railway, 31st December, 1860.

| D.R.                                            |                    | C.R.      |      |
|-------------------------------------------------|--------------------|-----------|------|
| \$                                              | cts.               | \$        | cts. |
| 5,103½ Shares Capital Stock                     | 204,140            | 00        |      |
| 2,983 Preterental                               | 114,520            | 00        |      |
| <b>Total Stock</b>                              | <b>318,660</b>     | <b>00</b> |      |
| 1st Mortgage Bonds, £100,000 Sterling           | 486,660            | 07        |      |
| 2nd do to Municipalities                        | 300,000            | 00        |      |
| 3rd do under provisions of G. Tr'k Relief Acts. | 243,333            | 34        |      |
| Floating Debt, Balance                          | 179,331            | 37        |      |
| Net Earnings                                    | 104,212            | 16        |      |
| <b>Total</b>                                    | <b>\$1,632,203</b> | <b>54</b> |      |
| Cost of Road and Equipment                      | 1,432,647          | 21        |      |
| 1st Mortgage Bonds, Balance                     | 181,626            | 68        |      |
| Unpaid on Stock                                 | 18,929             | 65        |      |
| <b>Total</b>                                    | <b>\$1,632,203</b> | <b>54</b> |      |

## No. 60.—St. LAWRENCE AND INDUSTRY RAILWAY.

Statement of Receipts and Disbursements on the St. Lawrence and Industry Village Railway, during the year ending 31st December, 1860.

| PAYMENTS. |                                                        |             | RECEIPTS. |                                                 |             |
|-----------|--------------------------------------------------------|-------------|-----------|-------------------------------------------------|-------------|
| 1860      |                                                        | £ s. d.     | 1860.     |                                                 | £ s. d.     |
| Dec.31    | To J. H. Evans, of the Champlain Co., for Repairs..... | 677 0 5     | Dec.31    | From C. J. Goulet for Freight and Passage ..... | 1,319 4 11  |
|           | do Richelieu Company.....                              | 151 10 11   |           | From C. Lord, for Passengers..                  | 204 8 4½    |
|           | Total for Repairs .....                                | 828 11 4    |           | do Ed. Seallon, .....                           | 366 16 9    |
|           | Working of Road.....£507 10 9                          |             |           | do Sundry persons .....                         | 308 15 11½  |
|           | To Carter & Kerry... 13 18 3                           |             |           |                                                 |             |
|           | To Beauchemin & Payette .....                          | 1 17 2      |           |                                                 |             |
|           | Total for working.....                                 | 523 6 2     |           |                                                 |             |
|           | Debt to Government .....                               | 15 0 0      |           |                                                 |             |
|           | For 525 cords wood.....                                | 128 14 4    |           |                                                 |             |
|           | Contingent Expenses.....                               | 49 5 7½     |           |                                                 |             |
|           | Thomas Sheppard, Engineer.....                         | 150 0 0     |           |                                                 |             |
|           | C. L. Goulet, Superintendent.....                      | 100 0 0     |           |                                                 |             |
|           | C. Lord, Commissioner.....                             | 60 0 0      |           |                                                 |             |
|           | D. Giguère, Commissioner.....                          | 50 0 0      |           |                                                 |             |
|           | Secretary Treasurer.....                               | 50 0 0      |           |                                                 |             |
|           | Dividend to Shareholders.....                          | 206 10 0    |           |                                                 |             |
|           | Total .....                                            | 2,161 7 5½  |           |                                                 |             |
|           | Balance .....                                          | 37 18 6½    |           |                                                 |             |
|           |                                                        | \$2,199 6 0 |           | Total.....                                      | \$2,199 6 0 |

## No. 61.—General Balance, account of the St. Lawrence and Industry Railway Company, for the year ending 31st December, 1860.

| 1860.   | Dr.                                                        | \$ cts.     | 1860.  | Cr.                                                                                                                                                         | \$ cts.   |
|---------|------------------------------------------------------------|-------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Dec.... | Cost of Road, purchase of lands, damages, fencing, &c..... | 26,371 00   | Dec.31 | By Stock paid up.....                                                                                                                                       | 42,300 00 |
|         | 2 Locomotives.....\$8,000 00                               |             |        | Due to Estate of Hon. Dionne.....                                                                                                                           | \$ 309 00 |
|         | Shed and Dépôt at Lanoraie .....                           | 600 00      |        | Due to various persons.....                                                                                                                                 | 608 00    |
|         | Wharf at Lanoraie.....                                     | 300 00      |        | Profits of the years 1851, 52, 53, 54, 55, 56, 57, 58, 59, and 1860, over and above Dividends paid to Shareholders and interest paid different persons..... | 6,963 00  |
|         | Shed and Pump at St. Thomas.....                           | 100 00      |        |                                                                                                                                                             | 7,871 00  |
|         | Dépôt at Industry Village                                  | 500 00      |        |                                                                                                                                                             |           |
|         | Building for Engine Shed and Blacksmith Shop... ..         | 500 00      |        |                                                                                                                                                             |           |
|         | Tools, &c., for Blacksmith Shop .....                      | 200 00      |        |                                                                                                                                                             |           |
|         | Superintendent's Work Shop at Industry .....               | 400 00      |        |                                                                                                                                                             |           |
|         | 2 First class Cars.....                                    | 500 00      |        |                                                                                                                                                             |           |
|         | 3 Third class Cars .....                                   | 500 00      |        |                                                                                                                                                             |           |
|         | 16 Freight Cars .....                                      | 1,800 00    |        |                                                                                                                                                             |           |
|         | Cord and other wood.....                                   | 300 00      |        |                                                                                                                                                             |           |
|         | Steel, Iron and Coals.....                                 | 100 00      |        |                                                                                                                                                             |           |
|         |                                                            | 13,800 00   |        |                                                                                                                                                             |           |
|         | Total.....                                                 | \$50,171 00 |        |                                                                                                                                                             | 50,171 00 |

Certified.  
Industry Village, 19th April, 1861.

(Signed,)

C. W. PANNETON, Sec. Treasurer.

No. 62.—ROLLING STOCK.

Statement of the number and condition of the Passenger, Freight, and other Cars and Rolling Stock on all the Railways in Canada, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                               | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|-----------------------------------------------------|-----------------|---------------------------|--------------------------|---------------|
| First class Passenger Cars with 12 wheels .....     | 24              | 2                         |                          | 26            |
| do do with 8 wheels .....                           | 142             | 46                        | 20                       | 208           |
| do do with 4 wheels .....                           |                 | 1                         |                          | 1             |
| Second class Passenger Cars with 8 wheels.....      | 52              | 12                        | 5                        | 69            |
| do do with 4 wheels.....                            |                 | 4                         |                          | 4             |
| Emigrant Cars with 8 wheels.....                    | 41              | 9                         | 2                        | 52            |
| Baggage, Mail, and Express Cars with 12 wheels..... | 10              | 2                         | 1                        | 13            |
| do do with 8 wheels.....                            | 80              | 16                        | 10                       | 106           |
| do do with 4 wheels.....                            |                 | 2                         |                          | 2             |
| Conductors' Cars with 8 wheels.....                 | 33              |                           |                          | 33            |
| Box, Freight, and Cattle Cars with 8 wheels.....    | 2,364           | 259                       | 80                       | 2,703         |
| do do with 4 wheels.....                            | 90              | 10                        | 1                        | 101           |
| Platform Cars with 12 wheels .....                  | 4               |                           |                          | 4             |
| do with 8 wheels .....                              | 1,387           | 216                       | 183                      | 1,788         |
| Gravel Cars with 3 wheels .....                     | 4               |                           | 96                       | 100           |
| do with 4 wheels .....                              | 108             | 67                        | 119                      | 294           |
| Spar Trucks with 4 wheels .....                     | 8               | 19                        |                          | 25            |
| Hand Cars.....                                      | 83              | 6                         |                          | 89            |
| Snow Ploughs, large .....                           | 42              |                           |                          | 42            |

No. 63.—Numbers and State of Repairs of Locomotive Engines running on all the Railways of Canada, at the end of the year 1859.

| Number. | NAME OF RAILWAY.                                  | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total Number. |
|---------|---------------------------------------------------|-----------------|---------------------------|--------------------------|---------------|
| 1       | The Great Western and its Branches.....           | 65              |                           | 23                       | 88            |
| 2       | The Grand Trunk Railway of Canada.....            |                 |                           |                          | 269           |
| 3       | The Northern Railway of Canada.....               | 10              | 2                         | 5                        | 17            |
| 4       | The Buffalo and Lake Huron Railway.....           | 17              | 5                         | 6                        | 28*           |
| 5       | The London and Port Stanley Railway .....         | 2               |                           |                          | 2             |
| 6       | The Cobourg and Peterboro' Railway .....          |                 |                           | 3                        | 3             |
| 7       | The Prescott and Ottawa Railway .....             | 3               |                           | 2                        | 5             |
| 8       | The Erie and Ontario Railway .....                |                 | 1                         |                          | 1             |
| 9       | The Montreal and Champlain Railway.....           | 13              |                           | 3                        | 16            |
| 10      | The Carillon and Grenville Railway.....           | 1               | 1                         |                          | 2             |
| 11      | The St. Lawrence and Industry Railway.....        |                 |                           |                          | 2             |
| 12      | The Port Hope, Lindsay and Beaverton Railway..... | 3               | 1                         |                          | 4             |
| 13      | The Brockville and Ottawa Railway.....            | 3               |                           |                          | 3             |
| 14      | The Welland Railway .....                         |                 |                           |                          | 4             |
| 15      | The Shefford, Stanstead and Chambly Railway.....  |                 |                           |                          |               |
| 16      | The Peterboro' and Chemung Railway.....           |                 |                           |                          |               |
|         | Totals .....                                      | 117             | 10                        | 42                       | 354           |

REMARKS.

The two last named Railways, Nos. 15 and 16, are worked by the Engines and Rolling Stock of the Montreal and Champlain and the Cobourg and Peterboro' Railways respectively.

There is an increase of 12 Locomotives on the Grand Trunk Railway.

\*The numbers on the Buffalo and Lake Huron Railway shew 29 Engines, but No. 9 (the Huron) was burnt, consequently leaves but 28.

No. 64.—LOCOMOTIVE ENGINES.—Where made, owned by Railway Companies in Canada, 31st December, 1859.

| NAME OF COMPANY.                        | Canada. | United States. | Great Britain. | Total. |
|-----------------------------------------|---------|----------------|----------------|--------|
| 1 Great Western and its Branches.....   | 2       | 42             | 44             | 88     |
| 2 Grand Trunk.....                      | 34      | 115            | 60             | 209    |
| 3 Northern.....                         | 9       | 8              |                | 17     |
| 4 Buffalo and Lake Huron.....           | 1       | 27             |                | 28     |
| 5 London and Port Stanley.....          |         | 2              |                | 2      |
| 6 Welland.....                          | 1       | 3              |                | 4      |
| 7 Erie and Ontario.....                 | 1       | 1              |                | 2      |
| 8 Port Hope, Lindsay and Beaverton..... | 1       | 3              |                | 4      |
| 9 Cobourg and Peterboro'.....           | 3       |                |                | 3      |
| 10 Brockville and Ottawa.....           | 2       | 1              |                | 3      |
| 11 Ottawa and Prescott.....             |         | 5              |                | 5      |
| 12 Montreal and Champlain.....          |         | 13             | 3              | 16     |
| 13 Carillon and Grenville.....          | 1       |                | 1              | 2      |
| 14 St. Lawrence and Industry.....       |         | 1              | 1              | 2      |
| 15 Stanstead, Shefford and Chambly..... |         |                |                |        |
| 16 Peterboro' and Chemung.....          |         |                |                |        |
|                                         | 54      | 221            | 109            | 384    |

## REMARKS.

The two last named Railways, Nos. 15 and 16, are worked by the Engines and Rolling Stock of the Montreal and Champlain, and the Cobourg and Peterboro' Railways respectively.

The numbers on the Buffalo and Lake Huron Railway shew 29 engines, but No. 9 (the Huron) was burnt, consequently leaves but 28.

No. 64.—LOCOMOTIVE ENGINES.—Where made, owned by Railway Companies in Canada, 31st December, 1860.

| NAME OF COMPANY.                         | Canada. | United States. | Great Britain. | Total. |
|------------------------------------------|---------|----------------|----------------|--------|
| 1 Great Western and its branches.....    | 2       | 44             | 42             | 88     |
| 2 Grand Trunk.....                       | 34      | 115            | 60             | 209    |
| 3 Northern.....                          | 9       | 8              |                | 17     |
| 4 Buffalo and Lake Huron.....            | 1       | 27             |                | 28     |
| 5 London and Port Stanley.....           |         | 2              |                | 2      |
| 6 Cobourg and Peterboro'.....            | 3       |                |                | 3      |
| 7 Prescott and Ottawa.....               |         | 5              |                | 5      |
| 8 Erie and Ontario.....                  |         | 1              |                | 1      |
| 9 Montreal and Champlain.....            |         | 13             | 3              | 16     |
| 10 Carillon and Grenville.....           | 2       |                |                | 2      |
| 11 St. Lawrence and Industry.....        |         | 1              | 1              | 2      |
| 12 Port Hope, Lindsay and Beaverton..... | 1       | 3              |                | 4      |
| 13 Brockville and Ottawa.....            | 2       | 1              |                | 3      |
| 14 Welland.....                          | 1       | 3              |                | 4      |
| 15 Stanstead, Shefford and Chambly.....  |         |                |                |        |
| 16 Peterboro' and Chemung Lake.....      |         |                |                |        |
|                                          | 55      | 223            | 106            | 384    |

## REMARKS.

No. 15. The Stanstead, Shefford and Chambly Railway is worked by Locomotives belonging to the Montreal and Champlain Railway.

No. 16. The Peterboro' and Chemung Railway is worked by Locomotives belonging to the Cobourg and Peterborough Railway.

No. 65.—GREAT WESTERN RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| No. | Name.        | Connections. | Driving wheels. |           | Cylinders. |         | Flues.  |                  |       | Water capacity of tender. | Where built or manufacturer's name. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | General condition and Remarks. |
|-----|--------------|--------------|-----------------|-----------|------------|---------|---------|------------------|-------|---------------------------|-------------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|     |              |              | Number.         | Diameter. | Stroke.    | Number. | Length. | Inside Diameter. |       |                           |                                     |                        |                                 |                                          |                                |
| 1   | Hercules     | Outside      | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1567                      | Lowell                              | July, 1853.            | 11,089                          | 119,145                                  | In shop for repairs.           |
| 2   | Sampson      | do           | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1567                      | do                                  | June, 1853.            | 6,343                           | 125,510                                  | In good working order.         |
| 3   | Canada       | do           | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1567                      | do                                  | Feb., 1854.            | 11,118                          | 107,568                                  | do                             |
| 4   | Niagara      | do           | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1567                      | do                                  | June, 1853.            | 27,274                          | 129,407                                  | do                             |
| 5   | Hamilton     | do           | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1567                      | do                                  | Oct., 1853.            | 16,340                          | 107,972                                  | do                             |
| 6   | London       | do           | 4               | 6 0       | 16         | 22      | 180     | 11               | 0 1/2 | 1571                      | do                                  | do                     | 7,294                           | 72,133                                   | do                             |
| 7   | Middlesex    | Inside       | 4               | 5 6       | 15         | 22      | 139     | 11               | 2     | 1571                      | Schenectady                         | do                     | 28,054                          | 151,195                                  | do                             |
| 8   | Lightning    | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 22,365                          | 124,212                                  | do                             |
| 9   | Detroit      | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 14,388                          | 151,655                                  | In shop for repairs.           |
| 10  | Lincoln      | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 34,334                          | 116,633                                  | In good working order.         |
| 11  | Windsor      | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 20,726                          | 145,067                                  | In shop for repairs.           |
| 12  | Chatham      | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 29,077                          | 156,095                                  | In good working order.         |
| 13  | Paris        | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 25,008                          | 139,979                                  | In shop for repairs.           |
| 14  | Woodstock    | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1571                      | do                                  | do                     | 29,573                          | 138,648                                  | In good working order.         |
| 15  | Exeter       | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 339                             | 97,977                                   | do                             |
| 16  | Kent         | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 28,477                          | 117,691                                  | do                             |
| 17  | Virgin       | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 16,400                          | 102,632                                  | do                             |
| 18  | Norfolk      | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 17,410                          | 86,527                                   | do                             |
| 19  | Brand        | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 19,841                          | 123,297                                  | do                             |
| 20  | Westworth    | do           | 4               | 5 6       | 14         | 22      | 139     | 11               | 2     | 1521                      | do                                  | do                     | 29,142                          | 134,193                                  | do                             |
| 21  | Ontario      | Outside      | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | Samthwy, Boston                     | Sept., 1854.           | 19,841                          | 123,297                                  | In shop for repairs.           |
| 22  | Eric         | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | do                                  | do                     | 31,286                          | 101,927                                  | do                             |
| 23  | St. Clair    | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | do                                  | do                     | 24,798                          | 111,632                                  | do                             |
| 24  | Huron        | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | do                                  | do                     | 26,469                          | 140,100                                  | do                             |
| 25  | Superior     | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | do                                  | do                     | 29,600                          | 154,021                                  | do                             |
| 26  | St. Lawrence | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 807                       | do                                  | do                     | 6,337                           | 97,431                                   | do                             |
| 27  | Reindeer     | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 1742                      | Amoskef Works, N. H.                | Feb., 1854.            | 10,923                          | 132,631                                  | do                             |
| 28  | Elk          | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 1742                      | do                                  | do                     | 18,831                          | 97,647                                   | do                             |
| 29  | Gazelle      | do           | 4               | 4 6       | 13         | 20      | 91      | 8                | 9     | 1742                      | do                                  | do                     | ...                             | ...                                      | do                             |

|    |                |         |   |     |    |    |     |    |        |      |                                |             |        |         |                        |
|----|----------------|---------|---|-----|----|----|-----|----|--------|------|--------------------------------|-------------|--------|---------|------------------------|
| 30 | Stag           | Inside  | 4 | 6 0 | 16 | 21 | 170 | 10 | 10 1/2 | 1742 | Amoskef Works, N. H.           | do          | 15,232 | 139,754 | do                     |
| 31 | Antelope       | do      | 4 | 6 0 | 16 | 21 | 170 | 10 | 10 1/2 | 1742 | do                             | do          | 15,300 | 133,731 | do                     |
| 32 | Greyhound      | do      | 4 | 6 0 | 16 | 21 | 170 | 10 | 10 1/2 | 1742 | do                             | do          | 2,894  | 115,826 | do                     |
| 33 | Michigan       | Outside | 4 | 4 6 | 13 | 20 | 91  | 8  | 9      | 807  | Southey, Boston                | Feb., 1854. | 69,919 | ...     | do                     |
| 34 | Simcoe         | do      | 4 | 4 6 | 13 | 20 | 91  | 8  | 9      | 807  | do                             | do          | 19,523 | 121,311 | do                     |
| 35 | Venus          | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | Norris, Philadelphia           | June, 1854. | 79,700 | ...     | do                     |
| 36 | Vesta          | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 78,222 | ...     | do                     |
| 37 | Minerva        | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 2,726  | ...     | do                     |
| 38 | Jupiter        | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 18,808 | 90,762  | do                     |
| 39 | Mercury        | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 17,178 | 73,100  | do                     |
| 40 | Mars           | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 16,331 | 82,733  | do                     |
| 41 | Spire          | do      | 4 | 4 6 | 13 | 22 | 150 | 11 | 9 1/2  | 1635 | do                             | do          | 29,350 | 89,705  | do                     |
| 42 | Firebrand      | Inside  | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | Fairbairn, Manchester, England | May, 1855.  | 19,152 | 86,970  | In shop for repairs.   |
| 43 | Five King      | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 10,414 | 86,970  | do                     |
| 44 | Five Fly       | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 30,621 | 118,544 | do                     |
| 45 | Hecla          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 21,563 | 97,634  | do                     |
| 46 | Hecla          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 22,155 | 108,069 | In good working order. |
| 47 | Atlas          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 74,745 | ...     | do                     |
| 48 | Philo          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 28,342 | 110,698 | do                     |
| 49 | Milo           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 14,453 | 103,680 | In shop for repairs.   |
| 50 | Rhinoeros      | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 83,908 | ...     | In good working order. |
| 51 | Rhinoeros      | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 4,192  | 81,439  | do                     |
| 52 | Baffalo        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 13,077 | 86,184  | do                     |
| 53 | Bison          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 10,998 | 104,350 | do                     |
| 54 | Python         | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 18,833 | 107,604 | do                     |
| 55 | Welland        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 20,336 | 105,400 | do                     |
| 56 | St. Catharines | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 21,291 | 128,262 | do                     |
| 57 | Lion           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 20,869 | 152,836 | do                     |
| 58 | Lioness        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 31,645 | 91,384  | do                     |
| 59 | Tiger          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 25,555 | 93,630  | In shop for repairs.   |
| 60 | Tygress        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 72,700 | ...     | do                     |
| 61 | Hoopard        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 18,401 | 73,450  | In good working order. |
| 62 | Panther        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 18,100 | 73,544  | do                     |
| 63 | Vulcan         | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 27,105 | 84,655  | do                     |
| 64 | Etna           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 13,097 | 80,509  | do                     |
| 65 | Stromboli      | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 74,844 | ...     | do                     |
| 66 | Slys           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 23,907 | 74,844  | do                     |
| 67 | Ruby           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 18,471 | 70,245  | do                     |
| 68 | Emerald        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 6,682  | 71,705  | do                     |
| 69 | Sapphire       | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 17,306 | 91,274  | In shop for repairs.   |
| 70 | Mazappa        | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 98,104 | ...     | do                     |
| 71 | Medusa         | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 26,570 | 84,410  | do                     |
| 72 | Medusa         | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 24,173 | 84,410  | do                     |
| 73 | Ajax           | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 28,266 | 92,360  | do                     |
| 74 | Titan          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 28,580 | 93,785  | do                     |
| 75 | Minos          | do      | 4 | 4 6 | 13 | 21 | 174 | 11 | 3 1/2  | 1684 | do                             | do          | 6,997  | 97,360  | In good working order. |

No. 65.—(Continued.)—GREAT WESTERN RAILWAY.—Number, description, and condition of Locomotive Engines, &c.

| No. | Name.         | Connections. |           | Driving Wheels. |           | Cylinders. |          |         | Flues.  |                  |                                  | Water capacity of Tender. | Where Built or BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | General condition and Remarks. |
|-----|---------------|--------------|-----------|-----------------|-----------|------------|----------|---------|---------|------------------|----------------------------------|---------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|     |               | Number.      | Diameter. | Number.         | Diameter. | Number.    | Stroke.  | Number. | Length. | Inside Diameter. | ft. |  |  |  |  |  |  | in. | galls. |
| 77  | Costor.....   | 6            | 5 0       | 16              | 24        | 184        | 10 3     | 11      | 13-16   | 1981             | Stothert & Slaughter, Bristol... | Dec., 1856.               | 20,389                         | 55,385                 | In good working order.          |                                          |                                |
| 78  | Pollux.....   | 6            | 5 0       | 16              | 24        | 184        | 10 3     | do      | do      | 1981             | do                               | Nov., 1856.               | 10,979                         | 49,617                 | do                              |                                          |                                |
| 79  | Erebus.....   | 6            | 5 0       | 16              | 22        | 174        | 11 8     | do      | do      | 1452             | Stephenson, Newcastle, Eng....   | do                        | 3,903                          | 37,020                 | do                              |                                          |                                |
| 80  | Cyclops.....  | 6            | 5 0       | 16              | 22        | 174        | 11 8     | do      | do      | 1452             | do                               | do                        | 24,459                         | 66,160                 | In shop for repairs.            |                                          |                                |
| 81  | Ixion.....    | 6            | 5 0       | 16              | 22        | 174        | 11 8     | do      | do      | 1452             | do                               | do                        | 19,051                         | 63,228                 | In good working order.          |                                          |                                |
| 82  | Ariel.....    | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do      | do      | 1452             | do                               | Dec., 1856.               | 22,262                         | 61,700                 | do                              |                                          |                                |
| 83  | Oberon.....   | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do      | do      | 1452             | do                               | do                        | 30,898                         | 86,344                 | do                              |                                          |                                |
| 84  | Prospero..... | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do      | do      | 1452             | do                               | Oct., 1856.               | 28,066                         | 76,651                 | do                              |                                          |                                |
| 85  | Diamond.....  | 4            | 6 0       | 16              | 21        | 189        | 11 3 1/2 | do      | do      | 2183             | Fairbairn, Manchester, Eng.....  | Jan., 1857.               | 22,820                         | 73,338                 | In shop for repairs.            |                                          |                                |
| 86  | Diamond.....  | 4            | 6 0       | 16              | 21        | 189        | 11 3 1/2 | do      | do      | 2183             | do                               | April, 1857.              | 7,700                          | 55,094                 | do                              |                                          |                                |
| 87  | Achilles..... | 4            | 5 0       | 16              | 22        | 174        | 11 6     | do      | do      | 1806             | D. C. Gunn, Hamilton, C. W.....  | Aug., 1857.               | 16,280                         | 41,781                 | In good working order.          |                                          |                                |
| 88  | Bacchus.....  | 4            | 5 0       | 16              | 22        | 174        | 11 6     | do      | do      | 1806             | do                               | Sept., 1857.              | 10,866                         | 32,961                 | In shop for repairs.            |                                          |                                |

(Signed) RICHARD EATON,  
Locomotive Superintendent.

## No. 65.—GREAT WESTERN RAILWAY OF CANADA.

ROLLING STOCK. —Number and condition of Passenger, Freight and other Cars owned by this Company on the 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average Weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy Repairs. | Total No. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 Wheels..... | 35,000                    | 24              | 2                         | .....                    | 26        |
| do do 8 Wheels.....                        | 30,000                    | 40              | 11                        | 6                        | 57        |
| Second Class Passenger Cars, 8 Wheels..... | 20,000                    | 40              | 2                         | 2                        | 44        |
| Emigrant Cars, 8 Wheels.....               | 20,000                    | 6               | 1                         | .....                    | 7         |
| Baggage, Mail, and Express, 8 Wheels.....  | 20,000                    | 10              | 2                         | 1                        | 13        |
| do do 12 Wheels.....                       | 30,000                    | 800             | 45                        | 15                       | 860       |
| Box, Freight, and Cattle, 8 Wheels.....    | 18,500                    | 90              | 9                         | 1                        | 100       |
| do do 4 Wheels.....                        | 12,000                    | 216             | 16                        | 14                       | 246       |
| Platform Cars, 8 Wheels.....               | 18,000                    | 4               | .....                     | .....                    | 4         |
| do 12 Wheels.....                          | 30,000                    | .....           | .....                     | .....                    | .....     |
| Gravel Cars, 8 Wheels.....                 | .....                     | .....           | .....                     | .....                    | None.     |
| do 4 Wheels.....                           | 10,000                    | 309             | 50                        | 50                       | 409       |
| Hand Cars.....                             | 1,000                     | 50              | .....                     | .....                    | 50        |
| Snow Ploughs—Large.....                    | .....                     | .....           | .....                     | .....                    | None.     |
| Timber Trucks, 4 Wheels.....               | 6,500                     | 6               | .....                     | .....                    | 6         |
| Conductors Cars, 8 Wheels.....             | 20,000                    | 33              | .....                     | .....                    | 33        |
|                                            |                           | 1,628           | 138                       | 89                       | 1,855     |

The cars in every Train on this Railway have their wheels and running gear examined every trip at the following Stations:—

Suspension Bridge (N. Falls), Hamilton, Paris, London, Galt, Guelph, Toronto, Windsor and Sarnia.

(Signed,)

S. SHARP,  
Superintendent Car Department.



No. 66.—GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

Table with columns: No. of Engine, Connections, Driving Wheels (Number, Diameter), Cylinders (Diameter, Stroke), Flues (Number, Length, Inside Diameter), Weight of Engine, Water capacity of Tender, Weight of Tender, Total weight of Engine and Tender, Where Built or Builder's Name, When first put in use, Miles run during the year 1859, Total miles run since first put on wheels.

Continuation of the table from No. 66, listing locomotive engines 33 through 79 with their respective specifications and performance data.

GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines, &c.—(Continued.)

Table with columns: No. of Engine, Connections, Driving Wheels (Number, Diameter), Cylinders (Diameter, Stroke), Flues (Number, Length, Inside Diameter), Weight of Engine (tons, lbs), Water-capacity of Tender (gallons), Weight of Tender (tons, lbs), Total weight of Engine and Tender (tons, lbs), Where Built or Builder's Name, When first put in use, Miles run during the year 1858, Total miles run since first put on Road.

Continuation of the locomotive engine table from the previous page, containing engine numbers 113 through 159.

GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines, &c.—(Continued.)

| No. of Engine. | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine. | Water capacity of Tender. | Weight of Tender. |           | Total weight of Engine and Tender with wood & water. | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. |
|----------------|--------------|-----------------|-----------|------------|---------|---------|---------|-------------------|---------------------------|-------------------|-----------|------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|
|                |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. |                   |                           | Inside Diameter.  | tons, cwt |  |  |  |  |  | tons, cwt |
| 160            | Coupled      | 4               | 5 0       | 16         | 20      | 15 1    | 4       | 25 6              | 1521                      | 15 0              | 40 6      | Amoskeag Works                                       | Nov., 1856                     | 25,358                 | 65,868                          |                                          |
| 161            | do           | 4               | 5 0       | 16         | 20      | 15 4    | 4       | 25 6              | 1521                      | 15 0              | 40 6      | do                                                   | Nov., 1856                     | 16,727                 | 50,874                          |                                          |
| 162            | do           | 4               | 5 0       | 16         | 20      | 15 4    | 4       | 25 6              | 1521                      | 15 0              | 40 6      | do                                                   | Nov., 1856                     | 7,739                  | 49,324                          |                                          |
| 163            | do           | 4               | 5 0       | 16         | 20      | 15 1    | 4       | 25 6              | 1521                      | 15 0              | 40 6      | do                                                   | Nov., 1856                     | 16,550                 | 47,253                          |                                          |
| 164            | do           | 4               | 5 0       | 16         | 20      | 15 4    | 4       | 25 6              | 1521                      | 15 0              | 40 6      | do                                                   | Nov., 1856                     | 16,458                 | 52,727                          |                                          |
| 165            | do           | 4               | 5 0       | 16         | 20      | 15 4    | 4       | 25 10             | 1870                      | 17 3              | 42 13     | Portland Company                                     | March, 1857                    | 11,989                 | 46,904                          |                                          |
| 166            | do           | 4               | 5 0       | 16         | 20      | 15 4    | 4       | 25 10             | 1870                      | 17 3              | 42 13     | do                                                   | March, 1857                    | 20,812                 | 52,933                          |                                          |
| 167            | do           | 4               | 5 0       | 16         | 22      | 15 4    | 4       | 29 16             | 1473                      | 16 9              | 46 5      | do                                                   | March, 1858                    | 15,019                 | 24,117                          |                                          |
| 168            | do           | 4               | 5 0       | 15         | 21      | 16 0    | 4       | 29 16             | 1473                      | 16 9              | 46 5      | Hamilton Loco. Works                                 | April, 1857                    | 5,087                  | 46,416                          |                                          |
| 169            | do           | 4               | 5 0       | 15         | 21      | 16 0    | 4       | 29 16             | 1473                      | 16 9              | 46 5      | do                                                   | April, 1857                    | 15,105                 | 47,418                          |                                          |
| 170            | do           | 4               | 5 0       | 15         | 21      | 16 0    | 4       | 29 16             | 1473                      | 16 9              | 46 5      | do                                                   | April, 1857                    | 8,555                  | 35,911                          |                                          |
| 171            | do           | 4               | 4 8       | 16         | 22      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | do                                                   | April, 1857                    | 8,390                  | 30,148                          |                                          |
| 172            | do           | 4               | 4 8       | 16         | 22      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | Kingston Loco. Works                                 | April, 1857                    | 12,432                 | 38,108                          |                                          |
| 173            | do           | 4               | 4 8       | 16         | 20      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | do                                                   | April, 1857                    | 5,786                  | 29,405                          |                                          |
| 174            | do           | 4               | 5 0       | 16         | 20      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | do                                                   | April, 1857                    | 12,666                 | 37,310                          |                                          |
| 175            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | Amoskeag Company                                     | Dec., 1857                     | 12,017                 | 26,569                          |                                          |
| 176            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | Dec., 1857                     | 14,948                 | 28,096                          |                                          |
| 177            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | April, 1858                    | 13,745                 | 23,015                          |                                          |
| 178            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | June, 1858                     | 18,445                 | 22,365                          |                                          |
| 179            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | August, 1858                   | 21,094                 | 26,323                          |                                          |
| 180            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | August, 1858                   | 18,959                 | 18,959                          |                                          |
| 181            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | August, 1858                   | 2,992                  | 2,992                           |                                          |
| 182            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | Nov., 1858                     | 626                    | 626                             |                                          |
| 183            | do           | 4               | 5 0       | 16         | 24      | 19 4    | 10      | 28 7              | 1742                      | 19 8              | 47 15     | do                                                   | Dec., 1858                     | 626                    | 626                             |                                          |
| 184            | do           | 4               | 5 0       | 16         | 22      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | do                                                   | Dec., 1859                     | 2,510                  | 2,510                           |                                          |
| 185            | do           | 4               | 5 0       | 16         | 22      | 15 8    | 4       | 24 2              | 1292                      | 14 10             | 38 12     | do                                                   | Nov., 1859                     | 2,510                  | 2,510                           |                                          |
| 186            | do           | 4               | 5 0       | 16         | 20      | 15 2    | 10      | 26 0              | 1533                      | 16 0              | 42 0      | do                                                   | Nov., 1859                     | 2,510                  | 2,510                           |                                          |
| 187            | do           | 4               | 5 0       | 16         | 20      | 17 8    | 10      | 25 12             | 1576                      | 18 7              | 43 19     | Good, Toronto                                        | Nov., 1857                     | 17,331                 | 33,455                          |                                          |
| 188            | do           | 4               | 5 0       | 16         | 20      | 17 8    | 10      | 25 12             | 1576                      | 18 7              | 43 19     | Peto & Company                                       | Nov., 1857                     | 21,754                 | 46,219                          |                                          |
| 189            | do           | 4               | 5 0       | 16         | 20      | 17 8    | 10      | 25 12             | 1576                      | 18 7              | 43 19     | do                                                   | Nov., 1857                     | 9,560                  | 29,469                          |                                          |
| 190            | do           | 4               | 5 0       | 16         | 20      | 17 8    | 10      | 25 12             | 1576                      | 18 7              | 43 19     | do                                                   | Nov., 1857                     | 12,643                 | 40,480                          |                                          |
| 191            | do           | 4               | 5 0       | 17         | 22      | 20 0    | 10      | 26 16             | 1576                      | 18 7              | 45 3      | do                                                   | Nov., 1857                     | 22,864                 | 42,638                          |                                          |
| 192            | do           | 4               | 5 0       | 17         | 22      | 20 0    | 10      | 26 16             | 1576                      | 18 7              | 45 3      | do                                                   | Dec., 1857                     | 11,770                 | 31,951                          |                                          |

|     |    |   |     |        |    |      |    |       |      |       |       |                      |               |        |        |
|-----|----|---|-----|--------|----|------|----|-------|------|-------|-------|----------------------|---------------|--------|--------|
| 193 | do | 4 | 5 0 | 17     | 22 | 20 0 | 10 | 26 16 | 1576 | 18 7  | 45 3  | do                   | Dec., 1857    | 15,639 | 42,008 |
| 194 | do | 4 | 5 0 | 17     | 22 | 20 0 | 10 | 26 16 | 1576 | 18 7  | 45 3  | do                   | Dec., 1857    | 6,777  | 26,487 |
| 195 | do | 4 | 5 0 | 15     | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | Hamilton Loco. Works | Nov., 1857    | 23,638 | 40,218 |
| 196 | do | 4 | 5 0 | 15     | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | Nov., 1857    | 18,030 | 45,087 |
| 197 | do | 4 | 5 0 | 15 1/2 | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | March, 1858   | 13,400 | 31,424 |
| 198 | do | 4 | 5 0 | 15 1/2 | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | March, 1858   | 18,558 | 42,243 |
| 199 | do | 4 | 5 0 | 15 1/2 | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | May, 1858     | 27,427 | 39,976 |
| 200 | do | 4 | 5 0 | 15 1/2 | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | July, 1858    | 31,639 | 39,730 |
| 201 | do | 4 | 5 0 | 15 1/2 | 21 | 16 0 | 11 | 29 16 | 1473 | 16 9  | 46 5  | do                   | July, 1858    | 4,505  | 13,580 |
| 202 | do | 4 | 4 8 | 16     | 22 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | Sept., 1858   | 9,830  | 13,335 |
| 203 | do | 4 | 4 8 | 16     | 22 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | Kingston Loco. Works | Dec., 1857    | 10,824 | 23,508 |
| 204 | do | 4 | 4 8 | 16     | 22 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | Dec., 1858    | 14,497 | 31,521 |
| 205 | do | 4 | 5 0 | 16     | 24 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | March, 1859   | 7,889  | 7,889  |
| 206 | do | 4 | 5 0 | 16     | 24 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | January, 1859 | 18,043 | 18,043 |
| 207 | do | 4 | 5 0 | 16     | 20 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | January, 1859 | 15,662 | 15,662 |
| 208 | do | 4 | 5 0 | 16     | 20 | 15 8 | 11 | 24 2  | 1300 | 14 10 | 38 12 | do                   | January, 1859 | 17,487 | 17,487 |
| 209 | do | 4 | 5 0 | 16     | 24 | 15 8 | 11 | 29 0  | 1300 | 19 10 | 48 10 | Grand Trunk Company  | May, 1859     | 10,174 | 10,174 |

(Signed.)

W. S. MCKENZIE,

Locomotive Superintendent.

Point St. Charles,  
5th April, 1860.

## No. 66.—GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 wheels..... |                           |                 |                           |                          |           |
| do do 8 wheels.....                        | 27,000                    | 38              | 8                         | 8                        | 84        |
| Second Class do 8 wheels.....              | 24,300                    | 41              | 6                         | 4                        | 51        |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |           |
| Baggage, Mail, and Express, 8 wheels.....  | 20,600                    | 44              | 7                         | 1                        | 52        |
| Box, Freight, and Cattle, 8 wheels.....    | 17,500                    | 1,365           | 37                        | 22                       | 1,424     |
| Platform Cars, 8 wheels.....               | 14,000                    | 1,009           | 33                        | 20                       | 1,062     |
| Gravel Cars, do .....                      | 14,000                    | 11              |                           | 96                       | 107       |
| do 4 wheels.....                           | 9,300                     | 26              |                           |                          | 26        |
| Hand Cars.....                             |                           |                 |                           |                          |           |
| Snow Ploughs—large.....                    | 17,000                    | 34              |                           |                          | 34        |

The Cars on every Train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Sarnia,  
St. Mary's,  
London,

Guelph,  
Toronto,  
Cobourg,

Belleville,  
Kingston,  
Brockville,

Longueuil,  
Richmond,  
Point Levi,

Sherbrooke,  
Cornwall,  
Point St. Charles.

(Signed,)

W. S. MACKENZIE,

*Locomotive Superintendent.*

Point St. Charles,  
5th April, 1860.

## No. 67.—NORTHERN RAILWAY OF CANADA.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                          | Average Weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 8 wheels..... | 27,350                    | 7               | 4                         | 2                        | 13        |
| Emigrant Cars, 8 wheels.....                   | 23,000                    |                 | 7                         |                          | 7         |
| Baggage, Mail, and Express.....                | 23,950                    | 3               | 1                         | 2                        | 6         |
| Box, Freight, and Cattle, 8 wheels.....        | 16,500                    | 50              | 25                        | 41                       | 116       |
| Platform Cars, 8 wheels.....                   | 14,300                    | 54              | 30                        | 76                       | 160       |
| Hand Cars.....                                 |                           |                 | 3                         |                          | 3         |
| Spar and Timber Trucks, 4 wheels.....          | 4,700                     |                 | 19                        |                          | 19        |

The Cars on every Train on this Railway have their wheels and Running Gear examined every trip, at the following Stations:—

Toronto and Collingwood by car repairers, and at all other Stations by the head brakeman of each train.

(Signed,)

J. TILLINGHAST,

*Superintendent Motive Power.*

No. 67.—NORTHERN RAILWAY OF CANADA.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES. | Name.          | Driving Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine and Tender with wood & water. | Total weight of Engine and Tender with wood & water. | When first put in use. | Miles run during the year 1859. | Total miles run since first put on Road.                             | General condition and Remarks. |
|----------|----------------|-----------------|-----------|------------|---------|---------|---------|------------------|------------------------------------------------|------------------------------------------------------|------------------------|---------------------------------|----------------------------------------------------------------------|--------------------------------|
|          |                | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                                                |                                                      |                        |                                 |                                                                      |                                |
| 1        | Lady Elgin...  | 4               | 5         | 14         | 20      | 2       | 10 1/2  | 24 1/2           | 17 1/2                                         | 42 1/2                                               | Sep. 1852              | 7,288                           | Wants general repairs.                                               |                                |
| 2        | Toronto .....  | 4               | 4         | 16         | 20      | 2       | 10 1/2  | 29 1/2           | 20 1/2                                         | 50 1/2                                               | 1853                   | 22,250                          | In shop for repairs.                                                 |                                |
| 3        | Josephine..... | 4               | 6         | 17         | 20      | 1       | 11      | 29 1/2           | 1582                                           | 48 1/2                                               | 1853                   | 22,230                          | In good order.                                                       |                                |
| 4        | Huron.....     | 4               | 5         | 17         | 20      | 1       | 10 1/2  | 33 1/2           | 1625                                           | 47 1/2                                               | 1853                   | 9,411                           | do                                                                   |                                |
| 5        | Ontario.....   | 4               | 5         | 17         | 20      | 1       | 10 1/2  | 23 1/2           | 1600                                           | 47 1/2                                               | 1853                   | 1,700                           | do                                                                   |                                |
| 6        | Simcoe.....    | 4               | 4         | 16         | 20      | 1       | 12      | 23 1/2           | 1650                                           | 47 1/2                                               | 1853                   | 13,220                          | do                                                                   |                                |
| 7        | Collingwood..  | 4               | 5         | 17         | 20      | 1       | 11      | 31 1/2           | 2225                                           | 54 1/2                                               | 1854                   | 10,146                          | do                                                                   |                                |
| 8        | Seymour.....   | 4               | 5         | 17         | 20      | 1       | 11      | 28 1/2           | 1600                                           | 47 1/2                                               | 1854                   | 24,333                          | Wants general repairs.                                               |                                |
| 9        | Hereules.....  | 6               | 6         | 18         | 20      | 2       | 8-12    | 33 1/2           | 1585                                           | 51 1/2                                               | 1855                   | 8,190                           | In shop for repairs.                                                 |                                |
| 10       | Stampon.....   | 6               | 4         | 18         | 20      | 2       | 13 1/2  | 35 1/2           | 1900                                           | 53 1/2                                               | 1855                   | 12,057                          | In do general do                                                     |                                |
| 11       | .....          | 4               | 5         | 16         | 20      | 2       | 10      | 29 1/2           | 1775                                           | 49 1/2                                               | 1855                   | 13,633                          | Wants general repairs.                                               |                                |
| 12       | .....          | 4               | 5 1/2     | 17         | 20      | 2       | 10 1/2  | 31 1/2           | 2216                                           | 53 1/2                                               | 1855                   | 23,203                          | In good order.                                                       |                                |
| 13       | .....          | 4               | 4 1/2     | 18         | 20      | 2       | 8-12    | 20 1/2           | 2225                                           | 51 1/2                                               | 1855                   | 7,699                           | Wants general repairs.                                               |                                |
| 14       | .....          | 4               | 5 1/2     | 17         | 20      | 2       | 11      | 30 1/2           | 1730                                           | 51 1/2                                               | 1855                   | 26,588                          | In good order.                                                       |                                |
| 15       | .....          | 4               | 4         | 17         | 20      | 2       | 11      | 20 1/2           | 1750                                           | 49 1/2                                               | 1855                   | 20,260                          | do                                                                   |                                |
| 16       | J.C. Morrison  | 4               | 5 1/2     | 17         | 20      | 2       | 11      | 30 1/2           | 2220                                           | 52 1/2                                               | 1855                   | 22,420                          | do                                                                   |                                |
| 17       | Cumberland..   | 4               | 5 1/2     | 18         | 20      | 2       | 10 1/2  | 30 1/2           | 1600                                           | 48 1/2                                               | 1855                   | 22,420                          | do                                                                   |                                |
|          |                |                 |           |            |         |         |         |                  |                                                |                                                      |                        | 244,548                         | I have no means of ascertaining mileage previous to 1st April, 1856. |                                |

(Signed,) J. TILLINGHAST,  
Superintendent Motive Power.

No. 68.—BUFFALO AND LAKE

Number, description and condition of Locomotive Engines owned by this Com-

| No. | ENGINES.<br>Name. | Connections. | Driving Wheels. |                      | Cylinders.          |                   | Flucs.  |                      |                               | Weight of Engine.<br>tons. | Water capacity<br>of Tender.<br>gallons. |
|-----|-------------------|--------------|-----------------|----------------------|---------------------|-------------------|---------|----------------------|-------------------------------|----------------------------|------------------------------------------|
|     |                   |              | Number.         | Diameter.<br>ft. in. | Diameter.<br>inches | Stroke.<br>inches | Number. | Length.<br>feet. in. | Inside<br>Diameter.<br>inches |                            |                                          |
| 1   | Goderich          | Outside      | 4               | 5 6                  | 16                  | 22                | 170     | 11 2                 | 1 1/2                         | 23 1/2                     | 1500                                     |
| 2   | Waterloo          | do           | 4               | 6 0                  | 16                  | 22                | 170     | 11 2                 | 1 1/2                         | 23 1/2                     | 1400                                     |
| 3   | Caledonia         | do           | 4               | 5 6                  | 15                  | 22                | 116     | 11 2                 | 1 1/2                         | 23                         | 1360                                     |
| 4   | Cayuga            | do           | 4               | 5 6                  | 15                  | 22                | 146     | 11 2                 | 1 1/2                         | 23                         | 1500                                     |
| 5   | Dunnville         | do           | 4               | 5 6                  | 15                  | 22                | 117     | 11 2                 | 1 1/2                         | 20                         | 1500                                     |
| 6   | Stratford         | do           | 4               | 5 6                  | 15                  | 22                | 117     | 10 11                | 1 1/2                         | 20                         | 1500                                     |
| 7   | Victoria          | do           | 4               | 5 6                  | 15                  | 22                | 117     | 10 11                | 1 1/2                         | 20                         | 1500                                     |
| 8   | Welland           | do           | 4               | 5 6                  | 15 1/2              | 22                | 130     | 11 4 1/2             | 1 1/2                         | 23                         | 1400                                     |
| 10  | Superior          | do           | 4               | 6 0                  | 16                  | 22                | 145     | 11 5 1/2             | 1 1/2                         | 25                         | 1400                                     |
| 11  | Eric              | do           | 4               | 5 0                  | 16                  | 22                | 145     | 11 5 1/2             | 1 1/2                         | 24 1/2                     | 1300                                     |
| 12  | Heseltine         | Inside       | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 13  | Powell            | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 14  | Brant             | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 15  | Buffalo           | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 16  | Michigan          | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 17  | Chicago           | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 18  | Minnesota         | do           | 4               | 5 0                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 19  | Milwaukie         | do           | 4               | 5 0                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 20  | Illinois          | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 21  | Wisconsin         | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 22  | Iowa              | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 23  | Saginaw           | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 24  | Paris             | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 25  | Oxford            | do           | 4               | 5 0                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 26  | Perth             | do           | 4               | 5 0                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 27  | Haldimand         | do           | 4               | 5 6                  | 16                  | 22                | 156     | 11 2                 | 1 1/2                         | 25 1/2                     | 1500                                     |
| 28  | Boxer             | do           | 4               | 4 9                  | 15                  | 20                | 105     | 10 5 1/2             | 1 1/2                         | 18 1/2                     | 1000                                     |
| 29  | Growler           | do           | 4               | 4 9                  | 15                  | 20                | 105     | 10 5 1/2             | 1 1/2                         | 18 1/2                     | 1000                                     |

W. MACLEAN,

Secretary.

Brantford, 3rd February, 1860.

HURON RAILWAY.

pany, on the 31st December, 1859, and miles run by the same up to that date.

| Weight of Tender<br>with Wood and<br>Water.<br>tons. | Total weight of<br>Engine and Tender<br>with wood & water.<br>tons. | Where Built,<br>or<br>Builder's Name. | When first put in<br>use. | Miles run during<br>the year 1858. | Total miles run<br>since first put<br>on Road. | General condition<br>and<br>Remarks. |
|------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------|---------------------------|------------------------------------|------------------------------------------------|--------------------------------------|
|                                                      |                                                                     |                                       |                           |                                    |                                                |                                      |
| 17 1/2                                               | 42 1/2                                                              | do                                    | 1856                      | 8,994                              | 82,154                                         | do                                   |
| 16 1/2                                               | 41 1/2                                                              | do                                    | 1856                      | 10,597                             | 76,066 1/2                                     | do                                   |
| 17 1/2                                               | 42 1/2                                                              | do                                    | 1856                      | 15,703 1/2                         | 83,438 1/2                                     | do                                   |
| 17 1/2                                               | 39 1/2                                                              | Springfield, U. S.                    | 1857                      | 26,491                             | 60,107                                         | Under repairs.                       |
| 17 1/2                                               | 38 1/2                                                              | do                                    | 1858                      | 13,596                             | 28,317 1/2                                     | First class condition.               |
| 17 1/2                                               | 42 1/2                                                              | do                                    | 1856                      |                                    | 28,061                                         | do                                   |
| 17 1/2                                               | 42 1/2                                                              | Toronto, C. W.                        | 1857                      |                                    | 14,564                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | Springfield, U. S.                    | 1856                      |                                    | 24,695 1/2                                     | do                                   |
| 16 1/2                                               | 43                                                                  | do                                    | 1856                      |                                    | 29,427 1/2                                     | do [repairs.                         |
| 17 1/2                                               | 45                                                                  | Schenectady, U. S.                    | 1856                      |                                    | 31,952 1/2                                     | Run'g, but wants slight              |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      |                                    | 8,742 1/2                                      | First class condition.               |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      |                                    | 11,915 1/2                                     | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      |                                    | 12,757                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 33,131 1/2                                     | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 21,146                                         | First class condition.               |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 7,335 1/2                                      | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 18,063                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 19,875 1/2                                     | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 29,921                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 30,907                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 20,383 1/2                                     | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 9,739                                          | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      |                                    | 34,496                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | do                                    | 1858                      |                                    | 4,967                                          | First class condition.               |
| 17 1/2                                               | 45                                                                  | do                                    | 1858                      |                                    | 2,728                                          | do                                   |
| 10                                                   | 29 1/2                                                              | Boston, U. S.                         | 1857                      |                                    | 6,632                                          | do                                   |
| 10                                                   | 29 1/2                                                              | do                                    | 1857                      |                                    | 21,827                                         | do                                   |

(Signed),

J. PARK.

## No. 68.—BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good re- pair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|--------------------------------------------|---------------------------|-------------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 wheels..... |                           |                   |                           |                          |           |
| First Class Passenger Cars, 8 wheels.....  | 26,550                    | 7                 | 9                         | 2                        | 18        |
| Second Class Passenger Cars, 8 wheels..... | 20,700                    |                   | 5                         | 1                        | 6         |
| Emigrant Cars, 8 wheels.....               |                           |                   |                           |                          |           |
| Baggage, Mail and Express, 8 wheels.....   | 21,120                    | 2                 | 4                         | 6                        | 12        |
| Box Freight and Cattle, 8 wheels.....      | 17,100                    | 25                | 117                       | 5                        | 147       |
| Platform Cars, 8 wheels.....               | 11,620                    | 6                 | 37                        | 53                       | 96        |
| Gravel Cars, 8 wheels.....                 | 9,700                     |                   |                           | 24                       | 24        |
| Gravel Cars, 4 wheels.....                 |                           |                   |                           | 74                       | 74        |
| Hand Cars.....                             |                           |                   | 39                        |                          | 39        |
| Snow Ploughs—Large.....                    |                           | 1                 |                           |                          | 1         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Goderich, Paris, Brantford, Fort Erie.

(Signed,)

W. MACLEAN,  
*Secretary.*

## No. 69.—LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                     | Average weight in pounds. | In good re- pair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------|---------------------------|-------------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars.....           | 23,000                    |                   |                           |                          |           |
| First Class Passenger Cars, 8 wheels..... |                           | 2                 |                           |                          | 2         |
| Baggage, Mail and Express, 8 wheels.....  | 19,500                    | 2                 |                           |                          | 2         |
| Box, Freight and Cattle, 8 wheels.....    | 13,500                    | 20                | 6                         | 2                        | 28        |
| Platform Cars, 8 wheels.....              | 14,000                    | 13                | 7                         |                          | 20        |
| Hand Cars.....                            |                           | 6                 |                           |                          | 6         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

London and Port Stanley.

(Signed,)

W. BOWMAN,  
*Superintendent L. & P. S. Railway.*

No. 69.—LONDON AND PORT STANLEY RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and miles run by the same up to that date.

| No. | Name.             | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine. |                   | Water capacity of Tender.             |                           | Weight of Tender with Wood and Water. |                                                        | Total weight of Engine and Tender with Wood and Water. |                        | Where Built or Builder's Name.  |                                          | When first put in use.         |  | Miles run during the year 1858. |  | Total miles run since first put on Road. |  | General condition and Remarks. |  |
|-----|-------------------|--------------|-----------|-----------------|-----------|------------|---------|---------|---------|-------------------|-------------------|---------------------------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|--|---------------------------------|--|------------------------------------------|--|--------------------------------|--|
|     |                   | Number.      | Diameter. | Number.         | Diameter. | Number.    | Stroke. | Number. | Length. | Inside Diameter.  | Weight of Engine. | Weight of Tender with Wood and Water. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where Built or Builder's Name.                         | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | General condition and Remarks. |  |                                 |  |                                          |  |                                |  |
| 1   | St. Lawrence..... | 4            | 5½        | 4               | 15        | 22         | 11      | 38      | 21      | 50                | 2000              | 21                                    | 21                        | 50                                    | Schenectady, N.Y.....                                  | 1856                                                   | 22,100                 | 31,180                          | Good.                                    |                                |  |                                 |  |                                          |  |                                |  |
| 2   | M. Anderson.....  | 4            | 5½        | 4               | 15        | 22         | 11      | 38      | 21      | 50                | 2000              | 21                                    | 21                        | 50                                    | Schenectady, N.Y.....                                  | 1856                                                   | 31,300                 | 59,300                          | Good.                                    |                                |  |                                 |  |                                          |  |                                |  |

No. 70.—WELLAND RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and miles run by the same up to that date.

| No. | Name.         | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine. |                   | Water capacity of Tender.             |                           | Weight of Tender with Wood and Water. |                                                        | Total weight of Engine and Tender with Wood and Water. |                        | Where Built or Builder's Name.  |                                          | When first put in use. |  | Miles run during the year 1858. |  | Total miles run since first put on Road. |  |
|-----|---------------|--------------|-----------|-----------------|-----------|------------|---------|---------|---------|-------------------|-------------------|---------------------------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------------------------------|------------------------|---------------------------------|------------------------------------------|------------------------|--|---------------------------------|--|------------------------------------------|--|
|     |               | Number.      | Diameter. | Number.         | Diameter. | Number.    | Stroke. | Number. | Length. | Inside Diameter.  | Weight of Engine. | Weight of Tender with Wood and Water. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where Built or Builder's Name.                         | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. |                        |  |                                 |  |                                          |  |
| 1   | Grantham..... | 4            | 4½        | 118             | 12        | 19         | 9       | 10      | 14      | 13                | 600               | 5                                     | 18                        | 18                                    | Schenectady Locomotive Works.                          | 1856                                                   | 11,040                 | 27,540                          | Good.                                    |                        |  |                                 |  |                                          |  |
| 2   | Chippewa..... | 4            | 5         | 105             | 10        | 17         | 10      | 10      | 14      | 16                | 800               | 8                                     | 24                        | 24                                    | Boston Locomotive Works.....                           | 1858                                                   | 8,783                  | 17,160                          | Good.                                    |                        |  |                                 |  |                                          |  |
| 3   | Ontario.....  | 4            | 5½        | 150             | 11        | 14         | 11      | 14      | 14      | 24                | 1,000             | 0                                     | 33                        | 33                                    | do                                                     | 1858                                                   | 20,005                 | 30,905                          | Good.                                    |                        |  |                                 |  |                                          |  |
| 4   | Eric.....     | 4            | 5½        | 162             | 11        | 13         | 11      | 11      | 14      | 26                | 1,000             | 0                                     | 35                        | 35                                    | D. C. Gunn, Hamilton, C.W.....                         | 1859                                                   | 5,231                  | 5,231                           | Good.                                    |                        |  |                                 |  |                                          |  |



## No. 70.—WELLAND RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First class Passenger Cars, 12 wheels..... | 18,600                    | 1               | 1                         |                          | 2             |
| do do 8 wheels.....                        |                           |                 |                           |                          | 2             |
| Second class Passenger Cars, 8 wheels..... |                           |                 |                           |                          | None.         |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          | None.         |
| Baggage, Mail and Express, 8 wheels.....   | 18,000                    | 1               |                           |                          | 1             |
| Box, Freight and Cattle, 8 wheels.....     | 18,000                    | 60              |                           |                          | 60            |
| Platform Cars, 8 wheels.....               | 16,000                    | 26              |                           |                          | 26            |
| Gravel Cars, 8 wheels.....                 |                           |                 |                           |                          | None.         |
| do 4 wheels.....                           |                           |                 |                           |                          | None.         |
| Hand Cars.....                             |                           |                 |                           |                          | None.         |
| Snow Plough—large.....                     |                           |                 |                           |                          | 2             |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station:— St. Catharines.

(Signed,)

HIRAM SLATE,  
Sec. W. R. Company.

## No. 71.—ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1859.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|-------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First class Passenger Cars, with 12 wheels..... |                           |                 |                           |                          | None.         |
| do do with 8 wheels.....                        | 24,000                    |                 | 4                         |                          | 4             |
| Second class Passenger Cars, 8 wheels.....      |                           |                 |                           |                          | None.         |
| Emigrant Cars, 8 wheels.....                    |                           |                 |                           |                          | None.         |
| Baggage, Mail, and Express, 8 wheels.....       | 22,000                    |                 | 1                         |                          | 1             |
| Box, Freight, and Cattle, 8 wheels.....         | 17,000                    |                 | 1                         |                          | 1             |
| Platform Cars, 8 wheels.....                    | 15,000                    |                 | 8                         |                          | 8             |
| Gravel Cars, 8 wheels.....                      |                           |                 |                           |                          | None.         |
| do 4 wheels.....                                | 6,000                     |                 |                           | 20                       | 20            |
| Hand Cars.....                                  | 700                       |                 | 1                         | 1                        | 2             |
| Snow Ploughs—large.....                         |                           |                 |                           | 1                        | None.         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—Niagara and Chippewa.

(Signed,)

J. B. ROBERTSON,  
Lessee and Manager.

No. 71.—ERIE AND ONTARIO RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES. | Connections. | Driving wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine and Tender with Wood and Water. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where built or Builder's Name.    | When first put in use. | Miles run during the year, 1858. | Total Miles run since first put on the road. | General Condition and Remarks.               |
|----------|--------------|-----------------|-----------|------------|---------|---------|---------|--------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------------------------|-----------------------------------|------------------------|----------------------------------|----------------------------------------------|----------------------------------------------|
|          |              | Number.         | Diameter. | Diameter.  | Stroke. | Length. | Number. |  |  |  |  |  |  |  |  |  | Length. | Inside Diameter. |
| 1        | Inside       | 4               | 5         | 16         | 20      | 10      | 10      | 12                                               | 1800                      | 12                                    | 30                                                     | Amoskeag Works, Manchester, N. H. | 1855                   | 9460                             | Not known                                    | In working order, requires new truck wheels. |

(Signed,)

J. B. ROBERTSON, *Lessee and Manager.*

No. 72.—PORT HOPE, LINDSAY, AND BEAVERTON RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES. | Connections. | Driving Wheels. |                 | Cylinders. |         | Flues.           |         | Weight of Engine and Tender with Wood and Water. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where built or Builder's Name. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | General Condition and Remarks. |
|----------|--------------|-----------------|-----------------|------------|---------|------------------|---------|--------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|          |              | Number.         | Diameter.       | Diameter.  | Stroke. | Length.          | Number. |  |  |  |  |  |  |  |  |  | Length. | Inside Diameter. |
| 1        | Outside      | 6               | 4 $\frac{1}{2}$ | 16         | 22      | 12               | 12      | 15                                               | 1,500                     | 15                                    | 43                                                     | Amoskeag Man. Co., N.H.        | 1856                   | 7,760                           | 42,512                                   | In good condition.             |
| 2        | do           | 6               | 4 $\frac{1}{2}$ | 16         | 22      | 12               | 12      | 15                                               | 1,500                     | 15                                    | 43                                                     | do                             | 1850                   | 10,425                          | 49,425                                   | do                             |
| 3        | Inside       | 4               | 5               | 16         | 22      | 10 $\frac{1}{2}$ | 11      | 12                                               | 1,400                     | 12                                    | 36                                                     | Manchester do N.H.             | April, '58             | 14,375                          | 31,750                                   | Wants new tender frame.        |
| 4        | do           | 4               | 5               | 16         | 22      | 11               | 11      | 10                                               | 1,600                     | 10                                    | 42 $\frac{1}{2}$                                       | Kingston Loco. Works...        | Mar., '58              | 17,523                          | 33,564                                   | In good condition.             |

(Signed,)

A. T. WILLIAMS, *Supr. in-charge.*

## No. 72.—PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                     | Approximate average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------|---------------------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 8 wheels..... | 24,000                                | 1               | 2                         | .....                    | 3         |
| Baggage, Mail and Express, 8 wheels.....  | 20,000                                | 1               | .....                     | .....                    | 2         |
| Box, Freight and Cattle, 8 wheels.....    | 16,000                                | 15              | .....                     | .....                    | 15        |
| Platform Cars, 8 wheels.....              | 14,000                                | 42              | 2                         | 4                        | 48        |
| Gravel Cars, 4 wheels.....                | 10,000                                | 15              | 5                         | 5                        | 25        |
| Hand Cars.....                            | .....                                 | 10              | .....                     | .....                    | 10        |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Port Hope and Lindsay.

(Signed,)

A. T. WILLIAMS,

*Superintendent.*

## No. 73.—COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 12 wheels..... | .....                     | .....           | .....                     | .....                    | .....     |
| do do 8 do .....                                | .....                     | 2               | .....                     | .....                    | 2         |
| Second Class Passenger Cars, 8 wheels.....      | .....                     | .....           | .....                     | .....                    | .....     |
| Emigrant Cars, 8 wheels.....                    | .....                     | .....           | .....                     | .....                    | .....     |
| Baggage, Mail and Express, 8 wheels.....        | .....                     | 1               | .....                     | .....                    | 1         |
| Box, Freight and Cattle, 8 wheels .....         | .....                     | .....           | 10                        | .....                    | 10        |
| Platform Cars, 8 wheels.....                    | .....                     | .....           | 55                        | .....                    | 55        |
| Gravel Cars, 8 wheels .....                     | .....                     | .....           | .....                     | .....                    | .....     |
| do 4 do .....                                   | .....                     | 17              | .....                     | .....                    | 17        |
| Hand Cars.....                                  | .....                     | 4               | .....                     | .....                    | 4         |
| Snow Ploughs—Large.....                         | .....                     | 1               | .....                     | .....                    | 1         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Cobourg, Harwood and Peterboro'.

(Signed,)

J. H. DUMBLE,

*Engineer.*

April 12, 1860.

No. 73.—LOCOMOTIVE RETURN of Cobourg and Peterboro' Railway of Canada.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859.

| ENGINES. | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.  |                  | Weight of Engine. |       | Water capacity of Tender. |       | Weight of Tender with Wood and Water. |       | Total weight of Engine and Tender with Wood and Water. |       | Where built or Builder's Name. |         | When first put in use. |            | Total miles run since first put on Road. |                            | General Condition and Remarks. |    |
|----------|--------------|-----------|-----------------|-----------|------------|---------|---------|------------------|-------------------|-------|---------------------------|-------|---------------------------------------|-------|--------------------------------------------------------|-------|--------------------------------|---------|------------------------|------------|------------------------------------------|----------------------------|--------------------------------|----|
|          | Number.      | Diameter. | Number.         | Diameter. | Stroke.    | Number. | Length. | Inside Diameter. | tons galls.       | tons. | tons.                     | tons. | tons.                                 | tons. | tons.                                                  | Good. | Toronto                        | do      | do                     | do         | do                                       | do                         | do                             | do | do |
| 1        | Cobourg      | 4         | 5               | 16        | 20         | 151     | 13      | 14               | 21                | 2000  | 4                         | 28    | 473                                   | 173   | 473                                                    | 1854  | Good.                          | Toronto | 1854                   | Not known. | 20,500                                   | Undergoing thoro' repairs. |                                |    |
| 2        | Alma         | 4         | 4               | 16        | 20         | 160     | 12      | 14               | 23                | 1500  | 4                         | 27    | 473                                   | 173   | 473                                                    | 1855  | do                             | do      | do                     | 36,818     | do                                       |                            |                                |    |
| 3        | Peterboro'   | 4         | 5               | 16        | 20         | 141     | 14      | 14               | 23                | 2000  | 4                         | 27    | 39                                    | 17    | 39                                                     | 1855  | do                             | do      | do                     | 40,200     | do                                       |                            |                                |    |

No. 74.—BROCKVILLE AND OTTAWA RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and miles run by the same up to that date.

| ENGINES. | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.  |                  | Weight of Engine. |        | Water capacity of Tender. |       | Weight of Tender with Wood and Water. |       | Total weight of Engine and Tender with Wood and Water. |       | Where built or Builder's Name. |    | When first put in use. |        | Total miles run since first put on Road. |       | General condition and Remarks. |    |
|----------|--------------|-----------|-----------------|-----------|------------|---------|---------|------------------|-------------------|--------|---------------------------|-------|---------------------------------------|-------|--------------------------------------------------------|-------|--------------------------------|----|------------------------|--------|------------------------------------------|-------|--------------------------------|----|
|          | Number.      | Diameter. | Number.         | Diameter. | Stroke.    | Number. | Length. | Inside Diameter. | tons.             | galls. | tons.                     | tons. | tons.                                 | tons. | tons.                                                  | tons. | Ontario Foundry, Kingston      | do | do                     | do     | do                                       | do    | do                             | do |
| 1        | St. Lawrence | 4         | 5               | 6         | 20         | 100     | 11      | 11               | 30                | 1500   | 17                        | 17    | 473                                   | 173   | 473                                                    | 1858  | Ontario Foundry,               | do | do                     | 1858   | 36,818                                   | Good. |                                |    |
| 2        | Ottawa       | 4         | 5               | 6         | 20         | 160     | 11      | 11               | 30                | 1500   | 17                        | 17    | 473                                   | 173   | 473                                                    | 1859  | do                             | do | do                     | 40,200 | Good.                                    |       |                                |    |
| 3        | Tay          | 4         | 5               | 6         | 22         | 98      | 11      | 11               | 22                | 1500   | 17                        | 17    | 39                                    | 17    | 39                                                     | 1859  | Taunton Locomo. Works,         | do | do                     | 1859   | 40,200                                   | Good. |                                |    |

(Signed.) ROBERT WATSON, Managing Director R. and O. Railway.

## No. 74.—BROCKVILLE AND OTTAWA RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                          | Average Weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 8 wheels..... | 26,220                    | 4               | .....                     | .....                    | 4         |
| Second Class do do .....                       | 22,800                    | 4               | .....                     | .....                    | 4         |
| Baggage, Mail, and Express do .....            | 24,700                    | 2               | .....                     | .....                    | 2         |
| Box, Freight, and Cattle, 8 wheels.....        | 17,770                    | 4               | .....                     | .....                    | 4         |
| Platform Cars, 8 wheels.....                   | 15,300                    | 40              | 18                        | 15                       | 73        |
| Hand Cars.....                                 | .....                     | .....           | .....                     | .....                    | 8         |

The Cars on every Train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Almonte, Montague Tank Station, Perth, and Brockville.

(Signed,) ROBERT WATSON,  
*Managing Director, Brockville and Ottawa Railway.*

## No. 75.—OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 wheels..... | .....                     | .....           | .....                     | .....                    | .....     |
| do do 8 wheels.....                        | 16,000                    | 2               | 4                         | .....                    | 6         |
| Second Class do 8 wheels.....              | 16,000                    | .....           | 1                         | .....                    | 1         |
| Emigrant Cars, 8 wheels.....               | 16,000                    | .....           | .....                     | 1                        | 1         |
| Baggage, Mail, and Express, 8 wheels.....  | 14,000                    | 2               | .....                     | .....                    | 2         |
| Box, Freight, and Cattle, 8 wheels.....    | 12,000                    | 25              | 19                        | 3                        | 47        |
| Platform Cars, 8 wheels.....               | 11,000                    | 14              | 15                        | 1                        | 30        |
| Gravel Cars, do .....                      | .....                     | .....           | .....                     | .....                    | .....     |
| do 4 wheels.....                           | 4,000                     | .....           | 20                        | 20                       | 40        |
| Hand Cars.....                             | 500                       | .....           | 6                         | .....                    | 6         |
| Snow Ploughs—large.....                    | .....                     | .....           | .....                     | .....                    | .....     |

The Cars on every Train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Prescott.

(Signed,) JOHN R. WHITE,  
*Secretary.*

No. 75.—OTTAWA AND PRESCOTT RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES. | Name.           | Driving wheels. |           | Cylinders |         | Flues.  |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where built or Builder's Name. | When first put in use. | Miles run during the year 1859. | Total Miles run since first put on the road. | General Condition and Remarks. |
|----------|-----------------|-----------------|-----------|-----------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|----------------------------------------------|--------------------------------|
|          |                 | Number.         | Diameter. | Diameter. | Stroke. | Length. | Inside Diameter. |  |  |  |  |  |  |  |  |  | ft. | in. | ft. | in. | tons. | lbs. |
| 1        | Oxford.....     | 4               | 4         | 14        | 20      | 9       | 6                | 12                | 1000                      | 6                                     | 19                                                     | Boston Loco. Works.            | May, 1854.             | .....                           | 55,614                                       | Requiring new Driving Wheels.  |
| 2        | St. Lawrence.   | 4               | 4         | 14        | 22      | 10      | 6                | 18                | 1500                      | 12                                    | 30                                                     | do                             | July, 1854.            | 27,865                          | 118,442                                      | In good condition.             |
| 3        | Ottawa.....     | 4               | 4         | 14        | 22      | 10      | 6                | 18                | 1500                      | 12                                    | 30                                                     | do                             | do                     | 715                             | 101,107                                      | In good condition.             |
| 4        | Colonel By..... | 4               | 5 1/2     | 14        | 20      | 10      | 6                | 18                | 1500                      | 12                                    | 30                                                     | do                             | Oct., 1854.            | 18,429                          | 133,477                                      | Requires thoro' repairs.       |
| 5        | Prescott.....   | 4               | 5 1/2     | 14        | 20      | 10      | 6                | 16                | 1400                      | 10                                    | 26                                                     | do                             | Nov., 1857.            | 25,368                          | 55,686                                       | In good condition.             |

(Signed,)

JOHN R. WHITE,

Secretary.

No. 76.—MONTREAL AND CHAMPLAIN RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES. | Connections.      |          | Driving Wheels. |           | Cylinders. |         |         | Flues.  |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with wood and water. | Total weight of Engine and Tender with wood & water. | When first put in use. | Miles run during the year 1859. | Total miles run since first put on road. | General condition and Remarks. |
|----------|-------------------|----------|-----------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|------------------------------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|          | Name.             | Number.  | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |                                       |                                                      |                        |                                 |                                          |                                |
| 1        | Laprairie.....    | Inside   | 4               | 5 6       | 20         | 14 6    | 11      | 0       | 17               | 1800              | .....                     | .....                                 | .....                                                | 1852                   | 7,995                           | 80,012                                   | Freight Trains.                |
| 2        | Dorchester.....   | do       | 4               | 5 6       | 16         | 20      | 14 6    | 11      | 0                | 1800              | .....                     | .....                                 | .....                                                | 1852                   | 19,712                          | 109,076                                  | Under repairs.                 |
| 3        | St. Lambert.....  | do       | 4               | 5 6       | 14         | 20      | 12 8    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1851                   | 19,170                          | 145,007                                  | Passenger trains.              |
| 4        | St. Helen.....    | do       | 4               | 5 6       | 14         | 20      | 12 8    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1852                   | 17,378                          | 139,892                                  | Ready for use.                 |
| 5        | St. Lawrence..... | Outside. | 4               | 5 0       | 13 1/2     | 20      | 12 1    | 11      | 6                | 1600              | .....                     | .....                                 | .....                                                | 1851                   | 11,936                          | 82,116                                   | Wood & material.               |
| 6        | Canada.....       | do       | 4               | 5 0       | 13         | 26      | 9 8     | 11      | 6                | 1600              | .....                     | .....                                 | .....                                                | 1851                   | 4,173                           | 78,356                                   | Ready for use.                 |
| 7        | Champlain.....    | do       | 4               | 5 0       | 15         | 22      | 13 9    | 11      | 8                | 2000              | .....                     | .....                                 | .....                                                | 1847                   | 7,356                           | 41,032                                   | Not in use.                    |
| 8        | Montreal.....     | Inside   | 4               | 4 6       | 11         | 16      | 9 4     | 8       | 10               | 1200              | .....                     | .....                                 | .....                                                | 1847                   | .....                           | 27,006                                   | Not in use.                    |
| 9        | John Molson.....  | Outside. | 2               | 5 6       | 14         | 20      | 10 9    | 10      | 6                | 1600              | .....                     | .....                                 | .....                                                | 1849                   | 10,906                          | 64,823                                   | Passenger trains.              |
| 10       | Hemingford.....   | do       | 2               | 4 6       | 13         | 24      | 11 3    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1853                   | 14,658                          | 25,025                                   | Freight Trains.                |
| 11       | Louhagan.....     | do       | 2               | 4 6       | 10         | 16      | 8 1     | 8       | 0                | 800               | .....                     | .....                                 | .....                                                | 1852                   | 36                              | 3,496                                    | Ready, in use.                 |
| 12       | New York.....     | Inside   | 4               | 5 6       | 14         | 20      | 14 0    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1853                   | 12,919                          | 20,349                                   | Passenger trains.              |
| 13       | St. Remi.....     | Outside. | 4               | 4 6       | 13         | 24      | 11 3    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1853                   | 16,648                          | 31,825                                   | Freight trains.                |
| 14       | Montreal.....     | do       | 2               | 5 6       | 14         | 20      | 10 9    | 10      | 6                | 1200              | .....                     | .....                                 | .....                                                | 1848                   | 16,648                          | 27,433                                   | Ready for use.                 |
| 15       | Jas. Ferrier..... | do       | 2               | 5 6       | 14         | 20      | 10 9    | 10      | 6                | 1200              | .....                     | .....                                 | .....                                                | 1848                   | 9,269                           | 21,110                                   | Passenger trains.              |
| 16       | Caughnawaga.....  | Inside   | 4               | 5 6       | 14         | 20      | 14 0    | 11      | 0                | 1600              | .....                     | .....                                 | .....                                                | 1853                   | 12,575                          | 26,886                                   | Under repairs.                 |
|          |                   |          |                 |           |            |         |         |         |                  |                   |                           |                                       |                                                      |                        | 174,533                         | 923,504                                  |                                |

(Signed,) JOHN DODSWORTH,  
Superintendent Motive Power.

## No. 76.—MONTREAL AND CHAMPLAIN RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 12 wheels..... |                           |                 |                           |                          |           |
| do do 8 do .....                                |                           | 6               | 3                         | 2                        | 11        |
| Second Class Passenger Cars, 8 wheels.....      |                           | 4               |                           |                          | 4         |
| Emigrant Cars, 8 wheels.....                    |                           |                 |                           |                          |           |
| Baggage, Mail and Express, 8 wheels.....        |                           | 5               | 2                         |                          | 7         |
| Box, Freight and Cattle, 8 wheels.....          |                           |                 |                           |                          | 66        |
| Platform Cars, 8 wheels.....                    |                           |                 |                           |                          | 100       |
| Gravel Cars, 8 wheels.....                      |                           |                 |                           |                          |           |
| do 4 do .....                                   |                           |                 | 30                        |                          | 30        |
| Hand Cars.....                                  |                           |                 |                           |                          | 10        |
| Snow Ploughs—Large.....                         |                           |                 |                           |                          | 1         |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

St. Lambert, Rouse's Point, Montreal, and Caughnawaga.

## No. 77.—CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                          | In good repair. |
|------------------------------------------------|-----------------|
| First Class Passenger Cars, with 8 wheels..... | 2               |
| Second Class do do .....                       | 3               |
| Baggage, Mail, and Express, with 8 wheels..... | 2               |
| Platform Cars, with 8 wheels.....              | 3               |
| Hand Cars.....                                 | 1               |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Grenville.

(Signed,)

J. G. BARNARD,  
Superintendent.



No. 77.—CARILLON AND GRENVILLE RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES.<br>No. | Name.        | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.           |         |      | Weight of Engine. | Water capacity of Tender.       | WEIGHT BUILT OR BUILDERS' NAME. | When first put in use. | Miles run during the year 1859. | General condition and Remarks. |
|-----------------|--------------|--------------|-----------|-----------------|-----------|------------|---------|------------------|---------|------|-------------------|---------------------------------|---------------------------------|------------------------|---------------------------------|--------------------------------|
|                 |              | Number.      | Diameter. | Number.         | Diameter. | Number.    | Length. | Inside Diameter. | ft. in. | in. |  |  |  |  |  |  | tons. | galls. | tons. | galls. |
| 1               | Ottawa.....  | 4            | 4         | 15              | 24        | 10         | 6       | 2                | 27      | 1600 | 1200              | Kinmond Brothers, Montreal..... | 1854                            | 6750                   | Requires slight repairs.        |                                |
| 2               | Grenville... | 4            | 4         | 12              | 18        | 9          | 7½      | 13               | 17      | 1200 | 1200              | J. C. Gunn, Hamilton.....       | 1859                            | 6500                   | In good condition.              |                                |

(Signed,) J. G. BARNARD, Superintendent.

No. 78.—ST. LAWRENCE AND INDUSTRY RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

| ENGINES.<br>No. | Name.             | Connections. |           | Driving Wheels. |           | Cylinders. |         | Flues.           |         |     | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1859. | Total miles run since first put on Road. |
|-----------------|-------------------|--------------|-----------|-----------------|-----------|------------|---------|------------------|---------|-----|-------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|
|                 |                   | Number.      | Diameter. | Number.         | Diameter. | Number.    | Length. | Inside Diameter. | ft. in. | in. |  |  |  |  |  |  |  |  | tons. | galls. | tons. | galls. |
| 1               | Dorchester.....   | 2            | 4         | 10              | 15        | 6          | 10      | 14               | 8       | 350 | 2                 | 2                         | 10                                    | R. Stephenson & Son, England...                        | 1834                           | 5000                   | 60,000                          |                                          |
| 2               | Jason C. Pierce.. | 4            | 3½        | 10              | 20        | 7          | 6       | 14               | 12      | 500 | 3                 | 3                         | 15                                    | Wm. Norris, Philadelphia, U. S....                     | 1838                           | 7000                   | 70,000                          |                                          |

(Signed,)

C. W. H. PANNETON, Secy Treas.

## No. 78.—ST. LAWRENCE AND INDUSTRIE RAILWAY.

## ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total Number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| 1 First Class Passenger Car.....           | 4000                      | .....           | Slight.                   | .....                    | 1             |
| 4 Second Class Passenger Cars, 4 Wheels.   | 3000                      | .....           | do                        | .....                    | 4             |
| 2 Baggage, Mail, and Express, 4 Wheels.    | 2500                      | .....           | do                        | .....                    | 2             |
| 1 Box, Freight, and Cattle, 4 Wheels ..... | 2000                      | .....           | do                        | .....                    | 1             |
| 2 Platform Cars, 8 Wheels.....             | 8000                      | .....           | do                        | .....                    | 2             |
| 12 Gravel Cars, 4 Wheels.....              | 1200                      | .....           | do                        | .....                    | 12            |
| 2 Hand Cars.....                           | 300                       | Good.           | do                        | .....                    | 2             |

## No. 79.—STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY.

The Rolling Stock is leased from the Montreal and Champlain Company.

(Signed,)

A. B. FOSTER,

*Manager.*

## No. 80.—PETERBORO' AND CHEMUNG LAKE RAILWAY.

The Peterborough and Chemung Railway has no Rolling Stock—it is worked by the Cobourg and Peterboro' Railway Company.

(Signed,)

A. M. BURNHAM,

*President.*

April 17, 1860.

No. 81.—ROLLING STOCK.

STATEMENT of the number and condition of the Passenger, Freight, and other Cars and Rolling Stock on all the Railways in Canada, on the 31st Dec., 1860.

| DESCRIPTION OF STOCK.                                | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|------------------------------------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 16 wheels.....      | 1               |                           |                          | 1         |
| do do 12 do .....                                    | 24              | 1                         |                          | 25        |
| do do 8 do .....                                     | 160             | 49                        | 14                       | 223       |
| do do 4 do .....                                     | 1               |                           |                          | 1         |
| Second Class and Emigrant Cars with 8 wheels.....    | 96              | 21                        |                          | 117       |
| do do 4 do .....                                     | 3               |                           |                          | 3         |
| Composite Cars, with 8 wheels.....                   | 2               |                           |                          | 2         |
| Baggage, Mail, and Express Cars, with 12 wheels..... | 11              | 1                         |                          | 12        |
| do do 8 do .....                                     | 91              | 11                        | 2                        | 104       |
| do do 4 do .....                                     | 2               |                           |                          | 2         |
| Box, Freight, and Cattle Cars, with 8 wheels.....    | 2,953           | 213                       | 14                       | 3,180     |
| do do 4 do .....                                     | 95              | 4                         | 2                        | 101       |
| Conductors' Cars, with 8 wheels.....                 | 35              | 5                         |                          | 40        |
| Platform Cars, with 8 wheels.....                    | 1,555           | 249                       | 64                       | 1,868     |
| Grain Cars.....                                      | 50              |                           |                          | 50        |
| Refrigerator Car.....                                |                 | 1                         |                          | 1         |
| Gravel Cars, with 8 wheels.....                      | 62              | 20                        | 8                        | 90        |
| do 4 do .....                                        | 284             | 53                        | 23                       | 360       |
| Timber Cars, with 16 wheels.....                     | 6               |                           |                          | 6         |
| do 4 do .....                                        | 6               |                           |                          | 6         |
| Spar Timber Trucks.....                              |                 |                           |                          | 16        |
| Snow Ploughs—large.....                              | 34              |                           | 1                        | 35        |
| Hand Cars.....                                       | 114             | 7                         |                          | 121       |

No. 82.—NUMBER AND STATE OF REPAIR of Locomotive Engines running on all the Railways in Canada, at the end of the year 1860.

| CORPORATE NAME OF RAILWAY.                                          | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|---------------------------------------------------------------------|-----------------|---------------------------|--------------------------|-----------|
| 1 The Grand Trunk Railway of Canada.....                            | 155             | 44                        | 38                       | 217       |
| 2 The Great Western Railway of Canada.....                          | 71              |                           | 18                       | 89        |
| 3 The Northern Railway of Canada.....                               | 9               | 5                         | 3                        | 17        |
| 4 The Buffalo and Lake Huron Railway.....                           | 20              | 1                         | 7                        | 28        |
| 5 The Brockville and Ottawa Railway.....                            | 1               | 2                         |                          | 3         |
| 6 The Montreal and Champlain Railway.....                           | 11              |                           | 4                        | 15        |
| 7 The Prescott and Ottawa Railway.....                              | 3               |                           | 2                        | 5         |
| 8 The Welland Railway.....                                          | 3               |                           | 1                        | 4         |
| 9 The Erie and Ontario Railway.....                                 | 1               |                           |                          | 1         |
| 10 The Port Hope, Lindsay and Beaverton Railway.....                | 4               |                           |                          | 4         |
| 11 The Carillon and Grenville Railway.....                          | 1               | 1                         |                          | 2         |
| 12 The St. Lawrence and Industry Railway.....                       |                 | 2                         |                          | 2         |
| 13 The London and Port Stanley Railway.....                         | 2               |                           |                          | 2         |
| 14 The Cobourg and Peterboro' Railway.....                          | 2               | 1                         | 1                        | 4         |
| 15 The Peterboro' Branch of the Port Hope, Lindsay & Beaverton R.R. | 1               |                           |                          | 1         |
| Totals.....                                                         | 266             | 56                        | 72                       | 394       |

The Peterboro' and Chemung Lake Railway is worked by the Cobourg and Peterboro' Railway Company, and the Locomotive and Rolling Stock on the Stanstead, Shefford and Chambly Railway is leased from the Montreal and Champlain Railway Company.

No. 83.—LOCOMOTIVE ENGINES.—Where made, owned by Railway Companies in Canada, 31st December, 1860.

| No. | NAME OF COMPANY.                      | Canada. | United States. | Great Britain. | Totals. |
|-----|---------------------------------------|---------|----------------|----------------|---------|
| 1   | Great Western and its branches.....   | 3       | 42             | 44             | 89      |
| 2   | Grand Trunk.....                      | 35      | 122            | 60             | 217     |
| 3   | Northern.....                         | 9       | 8              |                | 17      |
| 4   | Buffalo and Lake Huron.....           | 1       | 27             |                | 28      |
| 5   | London and Port Stanley.....          |         |                |                | 2       |
| 6   | Welland.....                          | 1       | 3              |                | 4       |
| 7   | Erie and Ontario.....                 |         | 1              |                | 1       |
| 8   | Port Hope, Lindsay and Beaverton..... | 2       | 5              |                | 5       |
| 9   | Cobourg and Peterborough.....         | 3       | 1              |                | 4       |
| 10  | Brockville and Ottawa.....            | 2       | 1              |                | 3       |
| 11  | Ottawa and Prescott.....              |         | 5              |                | 5       |
| 12  | Montreal and Champlain.....           |         | 13             | 3              | 16      |
| 13  | Carillon and Grenville.....           | 1       |                | 1              | 2       |
| 14  | St. Lawrence and Industry.....        |         | 1              | 1              | 2       |
| 15  | Stanstead, Shefford and Chambly.....  |         |                |                |         |
| 16  | Peterborough and Chemung.....         |         |                |                |         |
|     | Totals.....                           | 57      | 229            | 109            | 395     |

No. 15.—The Stanstead, Shefford and Chambly Railway is worked by Locomotives belonging to the Montreal and Champlain Railway Company.

No. 16.—The Peterborough and Chemung Railway is worked by Locomotives belonging to the Cobourg and Peterborough Railway Company.

SECRETARY'S OFFICE,  
Board of Railway Commissioners.

No. 84.—GREAT WESTERN RAILWAY OF CANADA.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars, 12 wheels..... | 37,000                    | 24              | 1                         |                          | 25            |
| First Class Passenger Cars, 8 wheels.....  | 30,000                    | 48              | 8                         | 2                        | 58            |
| Second Class Passenger Cars, 8 wheels..... | 20,000                    | 41              | 3                         |                          | 44            |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |               |
| Baggage, Mail and Express, 8 wheels.....   | 20,000                    | 9               | 1                         |                          | 10            |
| do do 12 do.....                           | 30,000                    | 9               | 1                         |                          | 10            |
| Box, Freight and Cattle, 8 wheels.....     | 18,500                    | 830             | 21                        | 2                        | 860           |
| do do 4 do.....                            | 12,000                    | 94              | 4                         | 2                        | 100           |
| Platform Cars, 8 wheels.....               | 18,000                    | 240             | 8                         | 2                        | 250           |
| Gravel Cars, 8 wheels.....                 |                           |                 |                           |                          |               |
| Gravel Cars, 4 wheels.....                 | 10,000                    | 120             |                           |                          | 120           |
| Hand Cars.....                             | 1,000                     | 50              |                           |                          | 50            |
| Snow Ploughs—Large.....                    |                           |                 |                           |                          |               |
| Large Timber Cars, 16 wheels.....          | 38,000                    | 6               |                           |                          | 6             |
| Small Timber Trucks, 4 wheels.....         | 8,000                     | 6               |                           |                          | 6             |
| Conductors' Cars, 8 wheels.....            | 20,000                    | 31              | 2                         |                          | 33            |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Suspension Bridge (Niagara Falls), Hamilton, Paris, London, Windsor, Galt, Guelph, Toronto, and Sarnia.

(Signed.)

S. SHARP,  
Superintendent Car Department.

Nc. 84.—GREAT WESTERN RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

Table with 13 columns: No., Name, Connections, Driving Wheels (Number, Diameter), Cylinders (Diameter, Stroke), Flues (Length, Number, Inside Diameter), Water Capacity, Where Built (Builder's Name), When first put in use, Miles run during the year 1860, Total miles run since first put on Road, General condition and Remarks.

Continuation of the locomotive engine table, containing entries for engines 30 through 76, including details on engine specifications, usage, and maintenance.

No. 84.—(Continued.)—GREAT WESTERN RAILWAY.—Number, description, and condition of Locomotive Engines, &c.

| ENGINES. | No.             | Name. | Connections. |           | Driving Wheels. |           | Cylinders. |          | Flues.           |      |                                  | Water capacity of Tender. | WHERE BUILT<br>or<br>Builder's Name. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|----------|-----------------|-------|--------------|-----------|-----------------|-----------|------------|----------|------------------|------|----------------------------------|---------------------------|--------------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|          |                 |       | Number.      | Diameter. | Number.         | Diameter. | Number.    | Length.  | Inside Diameter. | ft.  | in. |  |  |  |  |  |  | galls. |
| 77       | Castor.....     | do    | 6            | 5 0       | 16              | 24        | 184        | 10 3     | 1 13-16          | 1981 | Slaughter, Bristol, England..... | Dec., 1856.               | 9,131                                | 64,510                 | In good working order.          |                                          |                                |
| 78       | Pollux.....     | do    | 6            | 5 0       | 16              | 24        | 184        | 10 3     | do               | 1981 | do                               | Nov., 1856.               | 13,842                               | 63,459                 | In shop for repairs.            |                                          |                                |
| 79       | Erebus.....     | do    | 6            | 5 0       | 16              | 22        | 174        | 11 8     | do               | 1452 | Stephenson, Newcastle, Eng....   | do                        | 29,344                               | 66,973                 | In good working order.          |                                          |                                |
| 80       | Cyclops.....    | do    | 6            | 5 0       | 16              | 22        | 174        | 11 8     | do               | 1452 | do                               | do                        | 25,540                               | 91,700                 | do                              |                                          |                                |
| 81       | Ixion.....      | do    | 8            | 5 0       | 16              | 22        | 174        | 11 8     | do               | 1452 | do                               | do                        | 18,740                               | 86,977                 | do                              |                                          |                                |
| 82       | Ariel.....      | do    | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do               | 1452 | do                               | Dec., 1856.               | 25,411                               | 87,111                 | In shop for repairs.            |                                          |                                |
| 83       | Oberon.....     | do    | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do               | 1452 | do                               | do                        | 24,401                               | 110,745                | In good working order.          |                                          |                                |
| 84       | Prospero.....   | do    | 4            | 6 0       | 15              | 22        | 164        | 11 3     | do               | 1452 | do                               | Jan., 1856.               | 22,617                               | 99,108                 | do                              |                                          |                                |
| 85       | Diadem.....     | do    | 4            | 6 0       | 16              | 21        | 189        | 11 3 1/2 | do               | 2183 | Fairbairn, Manchester, Eng....   | April, 1856.              | 20,852                               | 94,100                 | In shop for repairs.            |                                          |                                |
| 86       | Diamond.....    | do    | 4            | 6 0       | 16              | 21        | 189        | 11 3 1/2 | do               | 2183 | do                               | Aug., 1856.               | 26,330                               | 81,433                 | In good working order.          |                                          |                                |
| 87       | Achilles.....   | do    | 4            | 5 0       | 16              | 22        | 174        | 11 2     | do               | 1806 | D. C. Gunn, Hamilton, C. W....   | Sept., 1856.              | 18,192                               | 64,973                 | do                              |                                          |                                |
| 88       | Bacchus.....    | do    | 4            | 5 0       | 16              | 22        | 174        | 11 2     | do               | 1806 | do                               | do                        | 14,560                               | 47,524                 | do                              |                                          |                                |
| 89       | G. Stephenson.. | do    | 6            | 5 0       | 16              | 24        | 240        | 10 4 1/2 | 9-16             | 2000 | G. W. Railway, Hamilton.....     | Jan., 1860.               | 30,395                               | 30,395                 | do                              |                                          |                                |

(Signed,) RICHARD EATON,  
Locomotive Superintendent.

## No. 85.—GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average Weight in Pounds. | In good repair. | Waiting for and requiring repairs. | Total Number. |
|--------------------------------------------|---------------------------|-----------------|------------------------------------|---------------|
| First Class Passenger Cars, 16 wheels..... | 32,000                    | 1               | .....                              | 1             |
| do do 8 do .....                           | 28,500                    | 74              | 15                                 | 89            |
| Second Class Passenger Cars, 8 wheels..... | 24,300                    | 41              | 8                                  | 49            |
| Composite.....                             | 25,000                    | 2               | .....                              | 2             |
| Baggage, Mail, and Express, 8 wheels.....  | 27,800                    | 52              | 4                                  | 56            |
| do do 12 do .....                          | 30,000                    | 2               | .....                              | 2             |
| Box, Freight, and Cattle, 8 wheels.....    | 17,000                    | 1611            | 86                                 | 1697          |
| Platform Cars, 8 wheels.....               | 14,000                    | 968             | 111                                | 1079          |
| Gravel Cars, 8 do .....                    | 10,600                    | } 101           | 32                                 | 183           |
| do 4 do .....                              | 6,000                     |                 |                                    |               |
| Hand Cars.....                             | .....                     | .....           | .....                              | .....         |
| Snow Ploughs—large.....                    | 17,300                    | 33              | 1                                  | 34            |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Detroit, Port Huron, Sarnia, St. Mary's, London, Queen's Wharf, Toronto, Cobourg, Belleville, Kingston, Brockville, Cornwall, Point Charles, Richmond, Hadlow Cove, Rivière du Loup, Sherbrooke, Island Pond, Gorham, and Portland.

(Signed,)

W. J. MACKENZIE.

J. G. VANSITTART, Esq.,  
Secretary R. Commissioners.

No. 85.—GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

Table with columns: No. of Engine, Connections, Driv'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Weight of Tender with Wood and Water, Total weight of Engine and Tender with wood & water, Where Built or Builder's Name, When first put in use, Miles run during the year 1860, Total miles run since first put on road, and General condition and Remarks.

Table with columns: No. of Engine, Connections, Driv'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Weight of Tender with Wood and Water, Total weight of Engine and Tender with wood & water, Where Built or Builder's Name, When first put in use, Miles run during the year 1860, Total miles run since first put on road, and General condition and Remarks.



GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines, &c.—(Continued.)

Table with columns: No. of Engine, Connectors, Driv'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Weight of Tender, Total weight of Engine and Tender, Where Built or Builder's Name, When first put in use, Miles run during the year 1861, Total miles run since first put on Road, General condition and Remarks.

Table with columns: No. of Engine, Connectors, Driv'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Weight of Tender, Total weight of Engine and Tender, Where Built or Builder's Name, When first put in use, Miles run during the year 1861, Total miles run since first put on Road, General condition and Remarks.

GRAND TRUNK RAILWAY OF CANADA.—Number, description and condition of Locomotive Engines, &c.—(Continued.)

Table with columns: No. of Engine, Connections, Drive'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Total weight of Engine and Tender, Where Built or Builder's Name, When first put in use, Miles run during the year 1860, Total miles run since first put on road, General condition and Remarks.

Table with columns: No. of Engine, Connections, Drive'g Wheels, Cylind., Flues, Weight of Engine, Water capacity of Tender, Total weight of Engine and Tender, Where Built or Builder's Name, When first put in use, Miles run during the year 1860, Total miles run since first put on road, General condition and Remarks.

W. MACKENZIE, Locomotive Superintendent.

(Signed,)

44,968

No. 86.—NORTHERN RAILWAY OF CANADA.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31 December, 1860, and miles run by the same up to that date.

| No. of Engine | Name of Engine. | Connections. |           | Drive'g Wheels |         | Cylinders |                  | Flues.  |         | Weight of Engine. | Water capacity of Tender. | Weight of Tender with W'd and W'r. | Total weight of Engine and Tender with wood & water. | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|---------------|-----------------|--------------|-----------|----------------|---------|-----------|------------------|---------|---------|-------------------|---------------------------|------------------------------------|------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|               |                 | Number.      | Diameter. | Number.        | Stroke. | Length.   | Inside Diameter. | Number. | ft. in. |  |  |  |  |  |  |  |  |  | ins. | ton. | gal. | tons. |
| 1             | Lady, Elgin.    | Inside       | 4         | 5              | 14      | 20        | 132              | 10½     | 13      | 23½               | 1846                      | 17½                                | 42                                                   | Portland Manufacturing Co.     | .....                  | 7,385                           | .....                                    | Fair order.                    |
| 2             | Toronto         | Outside      | 4         | 4½             | 16      | 20        | 150              | 11      | 2       | 23½               | 1682                      | 20½                                | 50½                                                  | J. Good, Toronto, C. W.        | .....                  | 20,900                          | .....                                    | do                             |
| 3             | Josephine       | Inside       | 4         | 6              | 17      | 20        | 163              | 11      | 14      | 29½               | 1625                      | 19                                 | 48½                                                  | New Jersey Locomot'e Works.    | .....                  | 20,900                          | .....                                    | Wants repairs.                 |
| 4             | Huron           | do           | 4         | 5              | 17      | 20        | 174              | 10½     | 13      | 26½               | 1600                      | 18                                 | 47½                                                  | do                             | .....                  | 24,640                          | .....                                    | Fair order.                    |
| 5             | Ontario         | do           | 4         | 5              | 17      | 20        | 164              | 10½     | 13      | 26½               | 1650                      | 19                                 | 47½                                                  | do                             | .....                  | 25,865                          | .....                                    | Good order.                    |
| 6             | Simcoe          | Outside      | 4         | 4½             | 16      | 22        | 148              | 12      | 2       | 32½               | 1600                      | 18                                 | 50½                                                  | J. Good, Toronto, C. W.        | .....                  | 16,802                          | .....                                    | Wants repairs.                 |
| 7             | Collingwood     | Inside       | 4         | 5              | 17      | 20        | 151              | 11      | 12      | 28½               | 1600                      | 19                                 | 47½                                                  | New Jersey Locomot'e Works.    | .....                  | 22,350                          | .....                                    | do                             |
| 8             | Seymour         | do           | 4         | 4              | 17      | 20        | 178              | 11      | 12      | 28½               | 1600                      | 19                                 | 47½                                                  | do                             | .....                  | 19,110                          | .....                                    | Good order.                    |
| 9             | Hercules        | do           | 6         | 6              | 18      | 20        | 148              | 13      | 8-12    | 33½               | 1885                      | 18½                                | 51½                                                  | J. Good, Toronto, C. W.        | .....                  | 20,524                          | .....                                    | In shop for repairs.           |
| 10            | Samson          | do           | 4         | 4              | 16      | 20        | 150              | 13½     | 2       | 32½               | 1900                      | 20½                                | 54                                                   | do                             | .....                  | 9,163                           | .....                                    | Good order.                    |
| 11            | .....           | Outside      | 4         | 5              | 16      | 20        | 163              | 10      | 2       | 23½               | 1778                      | 20½                                | 50                                                   | do                             | .....                  | 9,426                           | .....                                    | do                             |
| 12            | .....           | Inside       | 4         | 5½             | 17      | 20        | 150              | 10½     | 2       | 31½               | 2216                      | 22                                 | 53½                                                  | do                             | .....                  | 6,520                           | .....                                    | In shop for repairs.           |
| 13            | Geo. Beatty     | do           | 4         | 4              | 18      | 20        | 182              | 10      | 8-12    | 23½               | 2225                      | 22½                                | 52½                                                  | do                             | .....                  | 2,997                           | .....                                    | In good order.                 |
| 14            | .....           | do           | 4         | 4              | 17      | 20        | 150              | 11      | 2       | 30½               | 1780                      | 21                                 | 51½                                                  | New Jersey Locomot'e Works.    | .....                  | 25,523                          | .....                                    | In shop for repairs.           |
| 15            | J.C. Morrison   | do           | 4         | 5              | 17      | 20        | 150              | 11      | 2       | 29½               | 1750                      | 20                                 | 49½                                                  | do                             | .....                  | 14,435                          | .....                                    | Wants repairs.                 |
| 16            | .....           | do           | 4         | 5½             | 17      | 20        | 155              | 11      | 2       | 30½               | 2220                      | 22½                                | 53                                                   | J. Good, Toronto, C. W.        | .....                  | 26,239                          | .....                                    | do                             |
| 17            | Cumberland      | do           | 4         | 5½             | 18      | 20        | 176              | 10½     | 2       | 29½               | 2225                      | 22½                                | 52½                                                  | do                             | .....                  | 27,630                          | .....                                    | Good order.                    |
|               |                 |              |           |                |         |           |                  |         |         |                   |                           |                                    | 300,239                                              |                                |                        |                                 |                                          |                                |

(Signed,)

J. TILLINGHAST,

Superintendent Motive Power.

## No. 86.—NORTHERN RAILWAY OF CANADA.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First class Passenger Cars, with 12 wheels..... |                           |                 |                           |                          |           |
| do do with 8 wheels.....                        | 27,350                    | 4               | 2                         | 7                        | 13        |
| Second class Passenger Cars, 8 wheels .....     | 23,000                    |                 | 7                         |                          | 7         |
| Emigrant Cars, 8 wheels.....                    |                           |                 |                           |                          |           |
| Baggage, Mail, and Express, 8 wheels .....      | 23,725                    | 2               | 2                         | 2                        | 6         |
| Box, Freight, and Cattle, 8 wheels.....         | 16,800                    | 64              |                           | 44                       | 108       |
| Platform Cars, 8 wheels.....                    | 14,800                    | 64              |                           | 94                       | 168       |
| Gravel Cars, 8 wheels.....                      |                           |                 |                           |                          |           |
| do 4 wheels.....                                |                           |                 |                           |                          |           |
| Hand Cars.....                                  |                           |                 | 2                         | 4                        | 6         |
| Snow Ploughs—large.....                         |                           |                 |                           |                          |           |
| Freight Caboose Cars, 8 wheels.....             | 17,000                    | 4               | 3                         |                          | 7         |
| Refrigerator.....                               | 19,500                    |                 | 1                         |                          | 1         |
| Spar Timber Trucks.....                         | 4,700                     |                 |                           |                          | 16        |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Toronto and Collingwood, and by Train men at Stations where wood and water are taken.

(Signed,)

J. TILLINGHAST,

*Superintendent Motive Power.*

## No. 87.—BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First class Passenger Cars, 12 wheels..... |                           |                 |                           |                          |               |
| do do 8 wheels.....                        | 25,600                    | 12              | 4                         | 2                        | 18            |
| Second class Passenger Cars, 8 wheels..... | 19,000                    | 6               |                           |                          | 6             |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |               |
| Baggage, Mail and Express, 8 wheels.....   | 21,210                    | 12              |                           |                          | 12            |
| Box, Freight and Cattle, 8 wheels.....     | 17,500                    | 214             | 4                         |                          | 218           |
| Platform Cars, 8 wheels.....               | 10,000                    | 93              |                           | 3                        | 96            |
| Gravel Cars, 8 wheels.....                 | 10,500                    | 12              | 4                         | 8                        | 24            |
| do 4 wheels.....                           | 4,000                     | 44              | 10                        | 20                       | 74            |
| Hand Cars.....                             | 400                       | 6               |                           |                          | 6             |
| Snow Ploughs—large.....                    |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Fort Erie, Dunnville, Brantford, Paris, Stratford, Goderich.

(Signed,)

W. MACLEAN,

*Secretary.*

No. 87.—BUFFALO AND LAKE

Number, description and condition of Locomotive Engines owned by this Com-

| No. | ENGINES.<br>Name. | Connections. | Driving<br>Wheels. |                      | Cylinders.          |                   | Flues.  |                      |                               | Weight of Engine.<br>tons. | Water capacity<br>of Tender.<br>gallons. |
|-----|-------------------|--------------|--------------------|----------------------|---------------------|-------------------|---------|----------------------|-------------------------------|----------------------------|------------------------------------------|
|     |                   |              | Number.            | Diameter.<br>ft. in. | Diameter.<br>inches | Stroke.<br>inches | Number. | Length.<br>feet. in. | Inside<br>Diameter.<br>inches |                            |                                          |
| 1   | Goderich          | Outside      | 4                  | 5 6                  | 16                  | 22                | 170     | 11 2                 | 13                            | 231                        | 1500                                     |
| 2   | Waterloo          | do           | 4                  | 6 0                  | 16                  | 22                | 170     | 11 2                 | 13                            | 231                        | 1450                                     |
| 3   | Caledonia         | do           | 4                  | 5 6                  | 15                  | 22                | 116     | 11 2                 | 13                            | 231                        | 1560                                     |
| 4   | Cayuga            | do           | 4                  | 5 6                  | 15                  | 22                | 146     | 11 2                 | 13                            | 231                        | 1500                                     |
| 5   | Dunnville         | do           | 4                  | 5 6                  | 15                  | 22                | 117     | 11 2                 | 13                            | 20                         | 1400                                     |
| 6   | Stratford         | do           | 4                  | 5 6                  | 15                  | 22                | 117     | 10 11                | 13                            | 20                         | 1500                                     |
| 7   | Victoria          | do           | 4                  | 5 6                  | 15                  | 22                | 117     | 10 11                | 13                            | 20                         | 1400                                     |
| 8   | Welland           | do           | 4                  | 5 6                  | 15 1/2              | 22                | 130     | 11 4 1/2             | 13                            | 23                         | 1500                                     |
| 10  | Superior          | do           | 4                  | 6 0                  | 16                  | 22                | 145     | 11 5 1/2             | 13                            | 25 1/2                     | 1500                                     |
| 11  | Erie              | do           | 4                  | 5 0                  | 16                  | 22                | 145     | 11 5 1/2             | 13                            | 23 1/2                     | 1500                                     |
| 12  | Heseltine         | Inside       | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 13  | Powell            | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 14  | Brant             | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 15  | Buffalo           | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 16  | Michigan          | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 17  | Chicago           | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 18  | Minnesota         | do           | 4                  | 5 0                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 19  | Milwaukie         | do           | 4                  | 5 0                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 20  | Illinois          | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 21  | Wisconsin         | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 22  | Iowa              | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 23  | Saginaw           | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 24  | Paris             | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 25  | Oxford            | do           | 4                  | 5 0                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 26  | Perth             | do           | 4                  | 5 0                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 27  | Haldimand         | do           | 4                  | 5 6                  | 16                  | 22                | 156     | 11 2                 | 13                            | 24 1/2                     | 1500                                     |
| 28  | Boxer             | do           |                    | 4 9                  | 15                  | 20                | 105     | 11 2                 | 13                            | 19 1/2                     | 1000                                     |
| 29  | Growler           | do           | 4                  | 4 9                  | 15                  | 20                | 105     | 11 2                 | 13                            | 19 1/2                     | 1000                                     |

HURON RAILWAY.

pany, on the 31st December, 1860, and miles run by the same up to that date.

| Weight of Tender<br>with Wood and<br>Water.<br>tons. | Total weight of<br>Engine and Tender<br>with wood & water.<br>tons. | Where Built,<br>or<br>Builder's Name. | When first put in<br>use. | Miles run during<br>the year 1860. | Total miles run<br>since first put<br>on Road. | General condition<br>and<br>Remarks. |
|------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------|---------------------------|------------------------------------|------------------------------------------------|--------------------------------------|
| 17 1/2                                               | 43 1/2                                                              | Schenectady, U. S.                    | 1856                      | 10,131                             | 81,178                                         | Good running order.                  |
| 17 1/2                                               | 42 1/2                                                              | do                                    | 1856                      | 22,630                             | 104,793                                        | do                                   |
| 16 1/2                                               | 41 1/2                                                              | do                                    | 1856                      | 23,846                             | 99,912                                         | do                                   |
| 17 1/2                                               | 42 1/2                                                              | do                                    | 1856                      | 505                                | 83,944                                         | Under repairs.                       |
| 17 1/2                                               | 39 1/2                                                              | Springfield, U. S.                    | 1857                      | 22,232                             | 50,253                                         | do                                   |
| 17 1/2                                               | 39 1/2                                                              | do                                    | 1858                      | 21,207                             | 81,314                                         | Running order.                       |
| 17 1/2                                               | 38 1/2                                                              | do                                    | 1856                      | 20,171                             | 48,488                                         | Good do                              |
| 17 1/2                                               | 42 1/2                                                              | Toronto, C. W.                        | 1857                      |                                    | 14,564                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | Springfield, U. S.                    | 1856                      |                                    | 69,574                                         | do                                   |
| 16 1/2                                               | 43                                                                  | do                                    | 1856                      | 5,564                              | 44,991                                         | First class condition.               |
| 17 1/2                                               | 45                                                                  | Schenectady, U. S.                    | 1856                      | 16,952                             | 106,827                                        | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      | 9,632                              | 71,428                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      | 4,053                              | 75,216                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1856                      | 13,395                             | 83,786                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 556                                | 89,912                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 14,414                             | 85,995                                         | First class condition.               |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 17,845                             | 85,246                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 27,368                             | 95,122                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 31,697                             | 94,355                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 19,680                             | 99,684                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 8,163                              | 87,573                                         | First class condition.               |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 24,336                             | 91,397                                         | Under repairs.                       |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 20,439                             | 59,935                                         | Good running order.                  |
| 17 1/2                                               | 45                                                                  | do                                    | 1857                      | 13,643                             | 85,307                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1858                      | 14,087                             | 16,815                                         | do                                   |
| 17 1/2                                               | 45                                                                  | do                                    | 1858                      | 31,930                             | 38,683                                         | do                                   |
| 10                                                   | 29 1/2                                                              | Boston, U. S.                         | 1857                      | 14,850                             | 42,730                                         | do                                   |
| 10                                                   | 29 1/2                                                              | do                                    | 1857                      | 16,468                             | 60,020                                         | do                                   |

W. MACLEAN,

Secretary, Buffalo & L. H. R. Company.

No. 88.—LONDON AND PORT STANLEY RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| ENGINES. | Driving Wheels. |              |         | Cylinders |           |         | Flues.  |         |                  | Weight of Engine, with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT or BUILDER'S NAME. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |                                        |                           |                                        |
|----------|-----------------|--------------|---------|-----------|-----------|---------|---------|---------|------------------|----------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|----------------------------------------|---------------------------|----------------------------------------|
|          | Number.         | Diameter.    | Stroke. | Number.   | Diameter. | Stroke. | Number. | Length. | Inside Diameter. |                                        |                                                        |                                |                        |                                 |                                          |                                | Weight of Tender, with Wood and Water. | Water capacity of Tender. | Weight of Tender, with Wood and Water. | tons. | tons. |
| 1        | St. Lawrence... | Outside .... | 4       | 54 0      | 15        | 22      | 150     | 11      | 0                | 14                                     | 38                                                     | 2000                           | 21                     | 59                              | Schenectady, N.Y.                        | 1856                           | 10,700                                 | 41,880                    | Good.                                  |
| 2        | M. Anderson ... | do ....      | 4       | 54 0      | 15        | 22      | 150     | 11      | 0                | 14                                     | 38                                                     | 2000                           | 21                     | 59                              | Schenectady, N.Y.                        | 1856                           | 30,990                                 | 90,200                    | Good.                                  |

(Signed,) W. BOWMAN.

No. 89.—WELLAND RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| No. of Engine. | Driving Wheels |           | Cylind. |         | Flues.  |         |                  | Weight of Engine. |       | Water capacity of Tender. |       | Total weight of Engine and Tender with wood & water. |                               | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|----------------|----------------|-----------|---------|---------|---------|---------|------------------|-------------------|-------|---------------------------|-------|------------------------------------------------------|-------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|                | Number.        | Diameter. | in.     | Stroke. | Number. | Length. | Inside Diameter. | tons.             | gall. | tons.                     | gall. | tons.                                                | tons.                         |                                |                        |                                 |                                          |                                |
| 1              | Grantham.      | 4         | 44      | 12      | 19      | 118     | 9                | 10                | 14    | 600                       | 5     | 18                                                   | Schenectady Locomotive Works  | 1856                           | 17,786                 | 45,326                          | Good running order.                      |                                |
| 2              | Chippewa       | 4         | 5       | 14      | 20      | 105     | 10               | 7                 | 17    | 800                       | 8     | 24                                                   | Boston Locomotive Works.....  | 1858                           | 17,090                 | 34,250                          | do                                       |                                |
| 3              | Ontario....    | 4         | 5       | 16      | 22      | 150     | 11               | 14                | 17    | 1000                      | 9     | 33                                                   | do                            | 1858                           | 19,718                 | 50,618                          | Undergoing gen'l repairs                 |                                |
| 4              | Amazon ...     | 4         | 54      | 18      | 24      | 162     | 11               | 3                 | 14    | 1000                      | 9     | 35                                                   | D. C. Gunn, Hamilton, C.W.... | 1859                           | 23,825                 | 29,056                          | Good running order.                      |                                |

(Signed,) HIRAM SLATE, Secretary W. R. Company.

## No. 88.—LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                         | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-----------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars with 8 wheels..... | 28,000                    | 2               |                           |                          | 2         |
| Baggage, Mail and Express, 8 wheels.....      | 19,500                    | 3               |                           |                          | 3         |
| Box, Freight and Cattle, 8 wheels.....        | 18,500                    | 22              | 6                         |                          | 28        |
| Platform Cars, 8 wheels.....                  | 14,000                    | 14              | 2                         | 4                        | 20        |
| Hand Cars.....                                |                           | 6               |                           |                          | 6         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

London and Port Stanley.

(Signed,) W. BOWMAN,  
Superintendent L. & P. S. Railway.

## No. 89.—WELLAND RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 wheels..... |                           |                 |                           |                          |           |
| First Class Passenger Cars, 8 wheels.....  | 18,000                    | 1               | 1                         |                          | 2         |
| Second Class Passenger Cars, 8 wheels..... |                           |                 |                           |                          |           |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |           |
| Baggage, Mail and Express, 8 wheels.....   | 18,000                    |                 | 1                         |                          | 1         |
| Box, Freight, and Cattle, 8 wheels.....    | 18,000                    | 60              | 15                        |                          | 75        |
| Platform Cars, 8 wheels.....               | 16,000                    | 7               | 3                         | 1                        | 11        |
| Gravel Cars, with 8 wheels.....            |                           |                 |                           |                          |           |
| do 4 do .....                              |                           |                 |                           |                          |           |
| Hand Cars.....                             | 400                       | 5               | 1                         |                          | 6         |
| Snow Ploughs—large.....                    |                           |                 |                           |                          |           |
| Grain Cars, 4 wheels.....                  | 7,785                     | 50              |                           |                          | 50        |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Port Dalhousie.

(Signed,) HIRAM SLATE,  
Sec. W. R. Company.

No. 90.—ERIE AND ONTARIO RAILWAY.—Number, description, and condition of Locomotive Engines used by this Company, on the 31st December, 1860, and miles run by the same up to that date.

| ENGINES.<br>No. | Name.      | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine. | Water capacity of Tender. | Weight of Tender with wood and water. | Total weight of Engine & Tender with wood and water. | Where built or Builder's Name.   | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General Condition and Remarks.             |
|-----------------|------------|--------------|-----------------|-----------|------------|---------|---------|---------|-------------------|---------------------------|---------------------------------------|------------------------------------------------------|----------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------------------|
|                 |            |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. |  |  |  |  |  |  |  |  |  | ft. | in. |
| 1               | Niagara .. | Outside ..   | 2               | 5½        | 18         | 20      | 200     | 11½     | 30                | 1000                      | 20                                    | 50                                                   | Amoskeg Works, Manchester, N. H. | 1854                   | 11,220                          | Not known.                               | Thoroughly repaired and in good condition. |

\*The Engine above mentioned is used under a lease, and is not the property of the Company.

(Signed,) J. C. COLTOR, *Locosec.*

No. 91.—PORT HOPE, LINDSAY, AND BEAVERTON RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| ENGINES.<br>No. | Name.         | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         | Weight of Engine. | Water capacity of Tender. | Weight of Tender with wood and water. | Total weight of Engine & Tender with wood and water. | Where built or Builder's Name. | When first put in use. | Miles run during the year 1860. | Total Miles run since first put on road. | General Condition and Remarks. |
|-----------------|---------------|--------------|-----------------|-----------|------------|---------|---------|---------|-------------------|---------------------------|---------------------------------------|------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|                 |               |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. |  |  |  |  |  |  |  |  |  | feet. | in. |
| 1               | Hope .....    | Outside ..   | 6               | 4½        | 16         | 22      | 143     | 12      | 28                | 1,500                     | 15                                    | 43                                                   | Amoskeg Man. Co., N. H. ....   | 1856                   | 15,250                          | 57,762                                   | In good order.                 |
| 2               | Lindsay ..... | do .. ..     | 0               | 4½        | 16         | 22      | 143     | 12      | 23                | 1,500                     | 15                                    | 43                                                   | do .. ..                       | 1856                   | 14,364                          | 63,789                                   | do                             |
| 3               | Chilton ..... | Inside ..    | 4               | 5         | 15         | 20      | 154     | 10½     | 22                | 1,400                     | 12                                    | 36                                                   | Manchester do N. H. ....       | April, '58             | 6,170                           | 37,920                                   | do                             |
| 4               | Havelock ...  | do .. ..     | 4               | 5         | 16         | 22      | 158     | 11      | 26½               | 1,600                     | 16                                    | 42½                                                  | Kingston Loco. Works. ....     | June, '58              | 18,602                          | 49,160                                   | do                             |

(Signed,) A. T. WILLIAMS, *Superintendent.*



## No. 90.—ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars, 12 wheels..... |                           | 2               | 2                         |                          | 4             |
| First Class Passenger Cars, 8 wheels.....  |                           |                 |                           |                          |               |
| Second Class Passenger Cars, 8 wheels..... |                           |                 |                           |                          |               |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |               |
| Baggage, Mail and Express, 8 wheels.....   |                           | 1               |                           |                          | 1             |
| Box, Freight and Cattle, 8 wheels.....     |                           | 1               |                           |                          | 1             |
| Platform Cars, 8 wheels.....               |                           | 6               | 2                         |                          | 8             |
| Gravel Cars, 4 wheels.....                 |                           |                 | 5                         | 5                        | 10            |
| Hand Cars.....                             |                           | 2               |                           |                          | 2             |
| Snow Ploughs—Large.....                    |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—Niagara and Chippewa.

The Cars are leased. The Company owns no Cars.

(Signed,)

J. C. COLTOR,  
*Lessee.*

J. G. VANSITTART, Esq.,  
*Secretary Railway Commissioners.*

## No. 91.—PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight, and other Cars owned by this Company, on 31st December, 1860.

| DESCRIPTION OF STOCK.                               | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-----------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 8 wheels.....      | 24,000                    | 1               | 1                         |                          | 2         |
| Baggage, Mail, and Express Cars, with 8 wheels..... | 20,000                    | 2               |                           |                          | 2         |
| Box, Freight, and Cattle Cars, with 8 wheels.....   | 16,150                    | 15              |                           |                          | 15        |
| Platform Cars, with 8 wheels.....                   | 14,400                    | 42              | 1                         | 5                        | 48        |
| Gravel Cars, 4 wheels.....                          | 10,150                    | 15              | 5                         | 5                        | 25        |
| Hand Cars.....                                      |                           | 10              |                           |                          | 10        |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

Port Hope and Lindsay.

A. T. WILLIAMS,  
*Superintendent, P. H., L. & B. Railway.*

No. 91.—PETERBORO' BRANCH, PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| ENGINES. | Connections. |             | Driving Wheels. |           | Cylinders. |           |         | Flues.   |         |                  | Weight of Engine and Tender with wood and water. | Total weight of Engine and Tender with wood and water. | Where Built on<br>BUILDER'S NAME. | When first put in use.         | Miles run during the Year 1860. | Total miles run since first put on Road. | General condition and Remarks. |                              |
|----------|--------------|-------------|-----------------|-----------|------------|-----------|---------|----------|---------|------------------|--------------------------------------------------|--------------------------------------------------------|-----------------------------------|--------------------------------|---------------------------------|------------------------------------------|--------------------------------|------------------------------|
|          | Number.      | Diameter.   | Number.         | Diameter. | Number.    | Diameter. | Stroke. | Number.  | Length. | Inside Diameter. |                                                  |                                                        |                                   |                                |                                 |                                          |                                | Weight of Tender with Water. | tons. | gall'ns | Kingston, C. W., N. Tutton. | 1857 | 42,400 | In good working order. |
| 1        | Queen.....   | Inside..... | 4               | feet. 5   | in. 16     | in. 22    | in. 2   | feet. 11 | in. 2   | tons 28          | gall'ns 1500                                     | 15                                                     | 40                                | Kingston, C. W.,<br>N. Tutton. | 1857                            | 20,980                                   | 42,400                         | In good working order.       |

F. FERGUSON, Manager.  
B. R. KIMBALL, Superintendent.

No. 92.—COBOURG AND PETERBORO' RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and miles run by the same up to that date.

| ENGINES. | Connections.     |              | Driving Wheels. |           | Cylinders. |           |         | Flues.  |         |                  | Weight of Engine and Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where built or<br>Builder's Name. | When first put in use.        | Total miles run since first put on Road. | General Condition and Remarks. |                              |
|----------|------------------|--------------|-----------------|-----------|------------|-----------|---------|---------|---------|------------------|--------------------------------------------------|--------------------------------------------------------|-----------------------------------|-------------------------------|------------------------------------------|--------------------------------|------------------------------|
|          | Number.          | Diameter.    | Number.         | Diameter. | Number.    | Diameter. | Stroke. | Number. | Length. | Inside Diameter. |                                                  |                                                        |                                   |                               |                                          |                                | Weight of Tender with Water. |
| 1        | Cobourg.....     | Inside.....  | 4               | 5 0       | 16         | 20        | 18      | 104     | 17      | 18               | 2000                                             | 8                                                      | 26                                | James Good, Toronto.....      | .....                                    | 5,110                          | In good order.               |
| 2        | Peterboro'.....  | Inside.....  | 4               | 5 0       | 16         | 20        | 18      | 104     | 17      | 18               | 2000                                             | 8                                                      | 26                                | do do.....                    | .....                                    | 5,306                          | do                           |
| 3        | Alma.....        | Outside..... | 4               | 4 5       | 16         | 20        | 18      | 104     | 13      | 18               | 1375                                             | 7 1/2                                                  | 28                                | do do.....                    | .....                                    | 7,949                          | Requiring some repairs.      |
| 4        | Gov. Carver..... | Outside..... | 2               | 5 0       | 12         | 20        | 23      | 7       | 14      | 100              | 2                                                | 4 1/2                                                  | 44                                | Hinckley & Drury, Boston..... | .....                                    | 3,568                          | Requiring repairs.           |

No. 91.—PETERBORO' BRANCH, PORT HOPE, LINDSAY AND  
BEAVERTON RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars  
owned by this Company, on the 31st Dec., 1860.

| DESCRIPTION OF STOCK.                          | Average weight in pounds. | In good re pair. | Total No. |
|------------------------------------------------|---------------------------|------------------|-----------|
| First Class Passenger Cars, with 8 wheels..... | 24,000                    | 1                | 1         |
| Baggage, Mail, and Express, do .....           | 20,000                    | 1                | 1         |
| Box, Freight, and Cattle, do .....             | 16,000                    | 6                | 6         |
| Platform Cars, 8 wheels.....                   | 12,000                    | 10               | 10        |
| Hand Cars.....                                 |                           | 1                | 1         |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station :—

Say, at Port Hope, on leaving.

F. FERGUSON, *Manager.*

B. R. KIMBALL, *Superintendent.*

No. 92.—COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight and other Cars  
owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good re pair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------------|---------------------------|------------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 12 wheels..... |                           |                  |                           |                          |           |
| do do 8 do .....                                |                           |                  | 1                         |                          | 1         |
| Second Class Passenger Cars, 8 wheels.....      |                           |                  |                           |                          |           |
| Emigrant Cars, 8 wheels.....                    |                           |                  |                           |                          |           |
| Baggage, Mail and Express, 8 wheels.....        |                           |                  | 1                         |                          | 1         |
| Box, Freight and Cattle, 8 wheels.....          |                           |                  | 3                         |                          | 3         |
| Platform Cars, 8 wheels.....                    |                           |                  | 30                        | 26                       | 56        |
| Gravel Cars, 8 wheels.....                      |                           |                  |                           |                          |           |
| do 4 do .....                                   |                           | 12               | 2                         | 3                        | 17        |
| Hand Cars.....                                  |                           | 4                |                           |                          | 4         |
| Snow Ploughs—large.....                         |                           |                  |                           |                          |           |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station :—Cobourg.

G. M. GOODEVE, *Secretary.*

J. G. VANSITTART, Esq.,  
*Secretary Railway Commissioners.*

No. 93.—BROCKVILLE AND OTTAWA RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and miles run by the same up to that date.

| ENGINES. | Name.             | Connections.  |           | Driving Wheels. |           | Cylinders. |         |         | Flues.           |                         | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water.     | Total weight of Engine and Tender with Wood and Water. | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|----------|-------------------|---------------|-----------|-----------------|-----------|------------|---------|---------|------------------|-------------------------|-------------------|---------------------------|-------------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|          |                   | Number.       | Diameter. | Number.         | Diameter. | Number.    | Stroke. | Length. | Inside Diameter. | Exact weight not known. |                   |                           |                                           |                                                        |                                |                        |                                 |                                          |                                |
| 1        | St. Lawrence..... | Inside .....  | ft. 5½    | 16              | 20        | 11         | 11      | 11      | 11               | 11                      | 1448              | 1448                      | Exact weight not known.                   | Ontario Foundry, Kingston                              | 1858                           | 22,617                 | 6,117                           | Good repair.                             |                                |
| 2        | Ottawa.....       | do .....      | ft. 5½    | 16              | 20        | 11         | 11      | 11      | 11               | 1448                    | 1448              | Exact weight not known.   | do                                        | 1858                                                   | 18,506                         | 73,384                 | Want slight repairs.            |                                          |                                |
| 3        | Tay .....         | Outside ..... | ft. 5     | 14              | 22        | 98         | 11      | 11      | 11               | 1487                    | 1487              | Exact weight not known.   | Taunton Locomo. Works, Taunton, Mass..... | 1859                                                   | 19,400                         | 59,600                 | do do                           |                                          |                                |

No. 94.—OTTAWA AND PRESCOTT RAILWAY.—Number, description, and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| ENGINES. | Name.           | Connections. |           | Driving wheels. |           | Cylinders. |         |         | Flues.           |                         | Weight of Engine. | Water capacity of Tender. | Total weight of Engine and Tender with Wood and Water. | Where built or Builder's Name. | When first put in use. | Miles run during the year 1859. | Total Miles run since first put on the road. | General Condition and Remarks. |
|----------|-----------------|--------------|-----------|-----------------|-----------|------------|---------|---------|------------------|-------------------------|-------------------|---------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|----------------------------------------------|--------------------------------|
|          |                 | Number.      | Diameter. | Number.         | Diameter. | Number.    | Stroke. | Length. | Inside Diameter. | Exact weight not known. |                   |                           |                                                        |                                |                        |                                 |                                              |                                |
| 1        | Oxford.....     | Outside..    | ft. 4     | 11½             | 20        | 82         | 9       | 6       | 1½               | 12                      | 1000              | 6                         | 18                                                     | Roston Loco. Works.            | May, 1854.....         | 55,614                          | Requiring new Driving Wheels.                |                                |
| 2        | St. Lawrence.   | do .....     | ft. 4½    | 14              | 22        | 111        | 10      | 6       | 1½               | 18                      | 1500              | 12                        | 30                                                     | do                             | July, 1854.            | 18,007                          | In good condition.                           |                                |
| 3        | Ottawa.....     | do .....     | ft. 4     | 14              | 22        | 111        | 10      | 6       | 1½               | 18                      | 1500              | 12                        | 30                                                     | do                             | do                     | 26,202                          | In good condition.                           |                                |
| 4        | Colonel By..... | Inside ..... | ft. 4½    | 14              | 20        | 112        | 10      | 6       | 1½               | 18                      | 1500              | 12                        | 30                                                     | do                             | Oct., 1854.....        | 163,477                         | Being rebuilt.                               |                                |
| 5        | Prescott.....   | do .....     | ft. 4½    | 14              | 20        | 92         | 10      | 6       | 1½               | 16                      | 1400              | 10                        | 20                                                     | do                             | Nov., 1857..           | 25,888                          | In good condition.                           |                                |

## No. 93.—BROCKVILLE AND OTTAWA RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                          | Average Weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 8 wheels..... | 26,220                    | 3               | 1                         | .....                    | 4         |
| Second Class do do .....                       | 22,800                    | 1               | .....                     | .....                    | 1         |
| Baggage, Mail, and Express do .....            | 24,700                    | 2               | .....                     | .....                    | 2         |
| Box, Freight, and Cattle, 8 wheels.....        | 17,770                    | 5               | .....                     | .....                    | 5         |
| Platform Cars, 8 wheels.....                   | 15,300                    | 61              | 9                         | 2                        | 72        |
| Hand Cars.....                                 | .....                     | 9               | 1                         | .....                    | 10        |

The Cars in every Train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Almonte, Perth, Smith's Falls, and Brockville.

(Signed,) A. BROOKS,  
*Engineer and Acting Superintendent.*

## No. 94.—OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in Pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, 12 wheels..... | .....                     | .....           | .....                     | .....                    | .....     |
| do do 8 wheels.....                        | 16,000                    | 2               | 2                         | 2                        | 6         |
| Second Class do 8 wheels.....              | 16,000                    | 1               | .....                     | .....                    | 1         |
| Emigrant Cars, 8 wheels.....               | 16,000                    | .....           | .....                     | 1                        | 1         |
| Baggage, Mail, and Express, 8 wheels.....  | 14,000                    | 2               | .....                     | .....                    | 2         |
| Box, Freight, and Cattle, 8 wheels.....    | 12,000                    | 25              | 22                        | .....                    | 47        |
| Platform Cars, 8 wheels.....               | 11,000                    | 25              | 4                         | 1                        | 30        |
| Gravel Cars, do .....                      | .....                     | .....           | .....                     | .....                    | .....     |
| do 4 wheels.....                           | 4,000                     | 15              | 25                        | .....                    | 40        |
| Hand Cars.....                             | 500                       | 6               | .....                     | .....                    | 6         |
| Snow Ploughs—large.....                    | .....                     | .....           | .....                     | .....                    | .....     |

The Cars in every Train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Prescott.

(Signed,) JOHN R. WHITE,  
*Secretary, O. & P. Railway.*

No. 95.—MONTREAL AND CHAMPLAIN RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| ENGINES. | Name.             | Connections. |           | Driving Wheels. |           | Cylinders. |         |         | Flues.           |       |       | Water capacity of Tender. | Weight of Tender with wood and water. | Total weight of Engine and Tender with wood & water. | WHERE BUILT OR BUILDER'S NAME. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|----------|-------------------|--------------|-----------|-----------------|-----------|------------|---------|---------|------------------|-------|-------|---------------------------|---------------------------------------|------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|          |                   | Number.      | Diameter. | Number.         | Diameter. | Stroke.    | Number. | Length. | Inside Diameter. | ft.   | in. |  |  |  |  |  |  |  |  | in. | tons |
| 1        | Laprairie.....    | 4            | 5 6       | 20              | 14 6      | 11         | 0       | 17      | 1800             | ..... | ..... | .....                     | Taunton Manufactory Co.....           | 1852                                                 | 17,650                         | 97,662                 | Ready for use.                  |                                          |                                |
| 2        | Dorchester.....   | 4            | 5 0       | 20              | 14 6      | 11         | 0       | 17      | 1800             | ..... | ..... | .....                     | do                                    | 1852                                                 | 11,864                         | 120,940                | In use, Freight train.          |                                          |                                |
| 3        | St. Lambert.....  | 4            | 5 6       | 20              | 12 8      | 11         | 0       | 17      | 1600             | ..... | ..... | .....                     | do                                    | 1851                                                 | 21,000                         | 166,007                | Passenger train.                |                                          |                                |
| 4        | St. Helen.....    | 4            | 5 6       | 20              | 12 8      | 11         | 0       | 17      | 1600             | ..... | ..... | .....                     | do                                    | 1852                                                 | 18,536                         | 158,428                | Ready for use.                  |                                          |                                |
| 5        | New York.....     | 4            | 5 0       | 20              | 12 1      | 11         | 6       | 18      | 1600             | ..... | ..... | .....                     | Philadelphia, M. W. Baldwin.          | 1851                                                 | 15,732                         | 97,848                 | do                              |                                          |                                |
| 6        | Canada.....       | 4            | 5 0       | 22              | 13 9      | 11         | 6       | 18      | 2000             | ..... | ..... | .....                     | do                                    | 1851                                                 | 11,060                         | 90,316                 | do                              |                                          |                                |
| 7        | Champlain.....    | 4            | 5 0       | 13              | 26        | 9 8        | 11      | 8       | 1600             | ..... | ..... | .....                     | Mr. Norris.....                       | 1847                                                 | .....                          | 33,676                 | Out of use.                     |                                          |                                |
| 8        | John Molson.....  | 2            | 5 6       | 14              | 20        | 10 9       | 10      | 6       | 2                | 1600  | ..... | .....                     | Dundee, Kinmond & Co.....             | 1840                                                 | 11,151                         | 75,974                 | Rebuilding.                     |                                          |                                |
| 9        | Hemmingford.....  | 4            | 4 6       | 13              | 24        | 11 3       | 11      | 0       | 1                | 1600  | ..... | .....                     | Manchester, Amoskeag Co.....          | 1853                                                 | 10,643                         | 33,429                 | On Wood train.                  |                                          |                                |
| 10       | Souhegan.....     | 2            | 4 6       | 16              | 8 1       | 8          | 0       | 1       | 800              | ..... | ..... | .....                     | Boston, Kinckley Co.....              | 1852                                                 | 1,531                          | 5,030                  | Ready for use.                  |                                          |                                |
| 11       | St. Lawrence..... | 4            | 5 6       | 14              | 20        | 14 0       | 11      | 0       | 1600             | ..... | ..... | .....                     | Manchester, Amoskeag Co.....          | 1853                                                 | 9,043                          | 30,292                 | do                              |                                          |                                |
| 12       | St. Remi.....     | 4            | 4 6       | 13              | 24        | 11 3       | 11      | 0       | 1600             | ..... | ..... | .....                     | do                                    | 1853                                                 | 13,411                         | 45,236                 | do                              |                                          |                                |
| 13       | Montreal.....     | 2            | 5 6       | 14              | 20        | 10 9       | 10      | 6       | 12               | 1200  | ..... | .....                     | Dundee, Kinmond & Co.....             | 1848                                                 | 16,060                         | 43,493                 | In use Passenger train.         |                                          |                                |
| 14       | Jas. Ferrier..... | 2            | 5 6       | 14              | 20        | 10 9       | 10      | 6       | 12               | 1200  | ..... | .....                     | do                                    | 1848                                                 | 12,958                         | 34,008                 | do                              |                                          |                                |
| 15       | Caughnawaga.....  | 4            | 5 6       | 14              | 20        | 14 0       | 11      | 0       | 1600             | ..... | ..... | .....                     | Manchester, Amoskeag Co.....          | 1853                                                 | 13,141                         | 40,027                 | do                              |                                          |                                |
| 16       | Montreal.....     | 4            | 4 6       | 11              | 16        | 9 4        | 8       | 10      | 1200             | ..... | ..... | .....                     | M. W. Baldwin, Philadelphia.          | 1847                                                 | 60                             | 27,126                 | Sold.                           |                                          |                                |

(Signed,) JOHN DODSWORTH,  
Superintendent Motive Power.

## No. 95.—MONTREAL AND CHAMPLAIN RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total No. |
|-------------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|-----------|
| First Class Passenger Cars, with 12 wheels..... |                           |                 |                           |                          |           |
| do do 8 do .....                                |                           | 7               | 3                         | 1                        | 11        |
| Second Class Passenger Cars, 8 wheels.....      |                           | 5               |                           |                          | 5         |
| Emigrant Cars, 8 wheels.....                    |                           |                 |                           |                          |           |
| Baggage, Mail and Express, 8 wheels.....        |                           | 7               |                           |                          | 7         |
| Box, Freight and Cattle, 8 wheels.....          |                           |                 |                           |                          | 93        |
| Platform Cars, 8 wheels.....                    |                           |                 |                           |                          | 73        |
| Gravel Cars, 8 wheels.....                      |                           |                 |                           |                          |           |
| do 4 do .....                                   |                           |                 |                           |                          | 30        |
| Hand Cars.....                                  |                           |                 |                           |                          | 10        |
| Snow Ploughs—Large.....                         |                           |                 |                           |                          | 1         |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

St. Lambert, Rouse's Point, Montreal, and Caughnawaga.

JOHN DODSWORTH,

*Supt. Motive Power, M. & C. Railway.*

## No. 96.—CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.—Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total Number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars, 12 wheels..... |                           |                 |                           |                          |               |
| First Class Passenger Cars, 8 wheels.....  |                           | 2               |                           |                          | 2             |
| Second Class Passenger Cars, 8 wheels..... |                           |                 | 3                         |                          | 3             |
| Emigrant Cars, 8 wheels.....               |                           |                 |                           |                          |               |
| Baggage, Mail and Express, 8 wheels.....   |                           |                 | 2                         |                          | 2             |
| Box, Freight and Cattle, 8 wheels.....     |                           |                 |                           |                          |               |
| Platform Cars, 8 wheels.....               |                           |                 | 3                         |                          | 3             |
| Gravel Cars, 8 wheels.....                 |                           |                 |                           |                          |               |
| Gravel Cars, 4 wheels.....                 |                           |                 |                           |                          |               |
| Hand Cars.....                             |                           |                 | 1                         |                          | 1             |
| Snow Ploughs—Large.....                    |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Grenville.

J. F. BARNARD,

*Superintendent.*

No. 96.—CARILLON AND GRENVILLE RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| No. | Name.         | Connections. |           | Driving Wheels. |         | Cylinders. |         | Flues.           |     |     | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine & Tender with Wood and Water. | Where Built or Builder's Name.  | When first put in use. | Miles run during the year 1861. | General condition and Remarks. |
|-----|---------------|--------------|-----------|-----------------|---------|------------|---------|------------------|-----|-----|-------------------|---------------------------|---------------------------------------|------------------------------------------------------|---------------------------------|------------------------|---------------------------------|--------------------------------|
|     |               | Number.      | Diameter. | Diameter.       | Stroke. | Number.    | Length. | Inside Diameter. | ft. | in. |                   |                           |                                       |                                                      |                                 |                        |                                 |                                |
| 1   | Ottawa.....   | Inside       | 4         | 9               | 15      | 24         | 18      | 132              | 10  | 6   | 17                | 1800                      | 8                                     | 25                                                   | Kinmond Brothers, Montreal..... | 1854                   | 3500                            | Undergoing repairs.            |
| 2   | Grenville.... | do           | 4         | 9               | 12      | 18         | 84      | 9                | 0   | 0   | 1200              | 6                         | 15                                    | D. C. Gunn, Hamilton.....                            | 1858                            | 2500                   | In good order.                  |                                |

(Signed,) J. F. BARNARD, Superintendent.

No. 97.—ST. LAWRENCE AND INDUSTRY RAILWAY.—Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

| No. | Name.             | Connections. |           | Driving Wheels. |         | Cylinders. |         | Flues.           |     |     | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | Where Built or Builder's Name. | When first put in use. | Miles run during the year 1860. | Total miles run since first put on Road. | General condition and Remarks. |
|-----|-------------------|--------------|-----------|-----------------|---------|------------|---------|------------------|-----|-----|-------------------|---------------------------|---------------------------------------|--------------------------------------------------------|--------------------------------|------------------------|---------------------------------|------------------------------------------|--------------------------------|
|     |                   | Number.      | Diameter. | Diameter.       | Stroke. | Number.    | Length. | Inside Diameter. | ft. | in. |                   |                           |                                       |                                                        |                                |                        |                                 |                                          |                                |
| 1   | Dorchester.....   | Inside       | 1         | 4               | 0       | 10         | 15      | 64               | 6   | 10  | 9                 | 350                       | 2                                     | 10                                                     | Geo. Stephenson & Son.....     | 1840                   | 4300                            | Requiring slight repairs.                |                                |
| 2   | Jesson C. Pierce. | Outs'c.      | 2         | 3               | 10½     | 103        | 20      | 94               | 7   | 6   | 12                | 500                       | 3                                     | 15                                                     | Wm. Norris.....                | 1850                   | 3736                            | do                                       |                                |

C. W. PANNETON, Secy-Treas.

C. J. GOULET, Superintendent.



## No. 97.—ST. LAWRENCE AND INDUSTRIE RAILWAY.

ROLLING STOCK.—Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

| DESCRIPTION OF STOCK.                      | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | Total Number. |
|--------------------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars, 12 Wheels..... |                           |                 |                           |                          |               |
| 1 do do 4 do .....                         | 4500                      | 1               | .....                     | .....                    | 1             |
| 3 Second Class Passenger Cars, 4 Wheels..  | 4000                      | 3               | .....                     | .....                    | 3             |
| Emigrant Cars, 8 Wheels.....               | .....                     | .....           | .....                     | .....                    | .....         |
| 2 Baggage, Mail, and Express, 4 Wheels..   | 3000                      | 2               | .....                     | .....                    | 2             |
| 1 Box, Freight, and Cattle, 4 Wheels ..... | 2500                      | 1               | .....                     | .....                    | 1             |
| 2 Platform Cars, 8 Wheels.....             | 11000                     | 2               | .....                     | .....                    | 2             |
| Gravel Cars, 8 Wheels.....                 | .....                     | .....           | .....                     | .....                    | .....         |
| 12 Gravel Cars, 4 Wheels.....              | 2000                      | 12              | .....                     | .....                    | 12            |
| 3 Hand Cars.....                           | 250                       | 3               | .....                     | .....                    | 3             |
| Snow Ploughs, Large.....                   | .....                     | .....           | .....                     | .....                    | .....         |

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :—At Lanorie, and Industry.

C. J. GOULET, *Superintendent.*

## No. 98.—STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY.

The three Locomotive Engines, and the Rolling Stock used on this Road, are leased from the Montreal and Champlain Railway Company.

FRAS. PRUYNE.

J. G. VANSITTART, Esq.,  
*Secretary Railway Commissioners, Quebec.*

## No. 99.—PETERBORO' AND CHEMUNG LAKE RAILWAY.

There are no Locomotive Engines or Rolling Stock owned by this Company, the Road having been used by the Peterboro' Railway Company.

(Signed,) ASA A. BURNHAM,  
*President P. & C. L. R. Comp'y.*

J. G. VANSITTART, Esq.,  
*Secretary Railway Commissioners.*

December 31st, 1860.