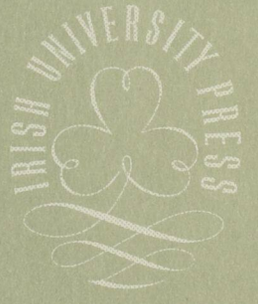
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Colonies

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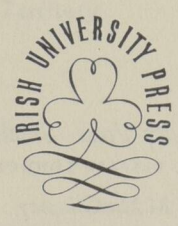
CORRESPONDENCE AND OTHER PAPERS RELATING TO THE HUDSON'S BAY COMPANY THE EXPLORATION OF THE TERRITORIES [CAPTAIN PALLISER'S EXPEDITION] AND OTHER AFFAIRS IN CANADA

1859

Colonies

Canada

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POST OFFICE (LIVERPOOL AND CANADA).

RETURN to an Order of the Honourable The House of Commons, dated [illegible] 1859;—*for*,

RETURNS, "Actual or Estimated, of the GROSS POSTAGE on LETTERS conveyed by the Montreal Ocean Steam Ship Company's Vessels between *Liverpool* and *Canada*, Outwards and Homewards, whether viâ *Quebec* or viâ *Portland*, for each Year separately, since they commenced carrying Mails; distinguishing the Proportion accruing to the Post Office Revenue of *Great Britain*:"

"And, of the GROSS POSTAGE on any UNITED STATES MAILS conveyed by the above Vessels between *Portland* and *Liverpool*, or *vice versâ*, and of the Proportion of the same accruing to the Imperial Post Office."

General Post Office,
18 April 1859.

ROWLAND HILL,
Secretary.

ESTIMATED STATEMENT of the GROSS POSTAGE on LETTERS conveyed by the Montreal Ocean Steam Ship Company's Vessels between *Liverpool* and *Canada*, Outwards and Homewards, whether viâ *Quebec* or viâ *Portland*, for each Year separately, since they commenced carrying Mails, distinguishing the Proportion accruing to the Post Office Revenue of *Great Britain*.

DATES.	OUTWARDS.			INWARDS.			TOTAL Inwards and Outwards.
	British Share.	Colonial Share.	TOTAL.	British Share.	Colonial Share.	TOTAL.	
	£.	£.	£.	£.	£.	£.	£.
1856 (for half-year) -	65	323	388	197	985	1,182	1,570
1857 - - - -	291	1,436	1,727	574	2,058	2,632	4,359
1858 - - - -	393	1,996	2,389	600	2,126	2,726	5,115
	749	3,755	4,504	1,371	5,169	6,540	11,044

Note.—No United States Mails were conveyed by these Packets.

(signed) *F. J. Scudamore.*

POSTAGE (LIVERPOOL AND CANADA).

RETURN of the Estimated Gross Postage on Letters conveyed by the Montreal Ocean Steam Ship Company's Vessels between *Liverpool* and *Canada*, Outwards and Homewards, whether viâ *Quebec* or viâ *Portland*, for each Year separately, since they commenced carrying Mails, distinguishing the Proportion accruing to the Post Office Revenue of *Great Britain*; &c.

(*Mr. Horsfall.*)

Ordered, by The House of Commons, *to be Printed,*
19 *April* 1859.

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BRITISH COLUMBIA.

PAPERS

RELATIVE TO THE

AFFAIRS OF BRITISH COLUMBIA.

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Copies of the Act of Parliament to provide for the Government of British Columbia; Governor's Commission and Instructions; Order in Council to provide for the Administration of Justice; and Instrument revoking so much of the Crown Grant of 30th May 1838 to the Hudson's Bay Company for exclusive Trading with the Indians as relates to the Territories comprised within the Colony of British Columbia.

Presented to both Houses of Parliament by Command of Her Majesty,
18 *February* 1859.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1859.

SCHEDULE.

DOCUMENTS REFERRED TO IN THE FOLLOWING DESPATCHES:—

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Letters Patent appointing James Douglas, Esq., Governor and Commander-in-Chief of British Columbia and its Dependencies - - - - - - - - - 3

Instructions to Governor Douglas - - - - - - - - - - 5

Order in Council empowering the Governor to make Laws, and to provide for the Administration of Justice - - - - - - - - - - 8

Instrument revoking so much of the Crown Grant of 30th May 1838 to the Hudson's Bay Company for exclusive Trading with the Indians as relates to the Territories comprised within the Colony of British Columbia - - - - - - - - - 9

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Anno Vicesimo Primo & Vicesimo Secundo Victoriæ Reginæ.

Cap. XCIX.

An Act to provide for the Government of British Columbia.

[2d August 1858.]

Whereas divers of Her Majesty's subjects and others have, by the licence and consent of Her Majesty, resorted to and settled on certain wild and unoccupied territories on the north-west coast of North America, commonly known by the designation of New Caledonia, and from and after the passing of this Act to be named "British Columbia," and the islands adjacent, for mining and other purposes; and it is desirable to make some temporary provision for the Civil Government of such territories, until permanent settlements shall be thereupon established, and the number of Colonists increased: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Boundaries of British Columbia.

I. British Columbia shall, for the purposes of this Act, be held to comprise all such territories within the dominions of Her Majesty as are bounded to the south by the frontier of the United States of America, to the east by the main chain of the Rocky Mountains, to the north by Simpson's River and the Finlay Branch of the Peace River, and to the west by the Pacific Ocean, and shall include Queen Charlotte's Island, and all other islands adjacent to the said territories, except as herein-after excepted.

Her Majesty by Order in Council may make or provide for the making of laws for the government of Her Majesty's subjects and others in British Columbia.

II. It shall be lawful for Her Majesty, by any Order or Orders to be by Her from time to time made, with the advice of Her Privy Council, to make, ordain, and establish, and (subject to such conditions or restrictions as to Her shall seem meet) to authorize and empower such officer as She may from time to time appoint as Governor of British Columbia to make provision for the administration of justice therein, and generally to make, ordain, and establish all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Her Majesty's subjects and others therein; provided that all such Orders in Council, and all laws and ordinances so to be made as aforesaid, shall be laid before both Houses of Parliament as soon as conveniently may be after the making and enactment thereof respectively.

Her Majesty may establish a local legislature in British Columbia.

III. Provided always, that it shall be lawful for Her Majesty, so soon as She may deem it convenient, by any such Order in Council as aforesaid, to constitute or to authorize and empower such officer to constitute a Legislature to make laws for the peace, order, and good government of British Columbia, such Legislature to consist of the Governor and a Council, or Council and Assembly, to be composed of such and so many persons, and to be appointed or elected in such manner and in for such periods, and subject to such regulations as to Her Majesty may seem expedient.

Certain provisions of 43 G. 3. c. 138. and 1 & 2 G. 4. c. 66. as regards British Columbia repealed.

IV. And whereas an Act was passed in the forty-third year of King George the Third, intituled "An Act for extending the jurisdiction of the Courts of Justice in the provinces "of Lower and Upper Canada to the trial and punishment of persons guilty of crimes "and offences within certain parts of North America adjoining to the said provinces:" And whereas by an Act passed in the second year of King George the Fourth, intituled "An Act for regulating the fur trade, and establishing a Criminal and Civil Jurisdiction "within certain parts of North America," it was enacted, that from and after the passing of that Act the Courts of Judicature then existing or which might be thereafter established in the province of Upper Canada should have the same civil jurisdiction, power,

BRITISH COLUMBIA.

and authority, within the Indian territories and other parts of America not within the limits of either of the provinces of Lower or Upper Canada or of any Civil Government of the United States, as the said Courts had or were invested with within the limits of the said provinces of Lower and Upper Canada respectively, and that every contract, agreement, debt, liability, and demand made, entered into, incurred, or arising within the said Indian territories and other parts of America, and every wrong and injury to the person or to property committed or done within the same, should be and be deemed to be of the same nature, and be cognizable and be tried in the same manner, and subject to the same consequences in all respects, as if the same had been made, entered into, incurred, arisen, committed, or done within the said province of Upper Canada; and in the same Act are contained provisions for giving force, authority, and effect within the said Indian territories and other parts of America to the process and acts of the said Courts of Upper Canada; and it was thereby also enacted, that it should be lawful for His Majesty, if He should deem it convenient so to do, to issue a Commission or Commissions to any person or persons to be and act as Justices of the Peace within such parts of America as aforesaid, as well within any territories theretofore granted to the Company of Adventurers of England trading to Hudson's Bay as within the Indian territories of such other parts of America as aforesaid; and it was further enacted, that it should be lawful for His Majesty from time to time, by any Commission under the Great Seal, to authorize and empower any such persons so appointed Justices of the Peace as aforesaid to sit and hold Courts of Record for the trial of criminal offences and misdemeanors, and also of civil causes, and it should be lawful for His Majesty to order, direct, and authorize the appointment of proper officers to act in aid of such Courts and Justices within the jurisdiction assigned to such Courts and Justices in any such Commission, provided that such Courts should not try any offender upon any charge or indictment for any felony made the subject of capital punishment, or for any offence or passing sentence affecting the life of any offender, or adjudge or cause any offender to suffer capital punishment or transportation, or take cognizance of or try any civil action or suit in which the cause of such suit or action should exceed in value the amount or sum of two hundred pounds; and in every case of any offence subjecting the person committing the same to capital punishment or transportation, the Court, or any Judge of any such Court, or any Justice or Justices of the Peace before whom any such offender should be brought, should commit such offender to safe custody, and cause such offender to be sent in such custody for trial in the Court of the province of Upper Canada:

From and after the Proclamation of this Act in British Columbia, the said Act of the forty-third year of King George the Third, and the said recited provisions of the said Act of the second year of King George the Fourth, and the provisions contained in such Act for giving force, authority, and effect within the Indian territories and other parts of America to the process and acts of the said Courts of Upper Canada, shall cease to have force in and to be applicable to British Columbia.

Appeal from judgments in civil suits to the Privy Council.

V. Provided always, that all judgments given in any Civil Suit in British Columbia shall be subject to appeal to Her Majesty in Council, in the manner and subject to the regulations in and subject to which appeals are now brought from the Civil Courts of Canada, and to such further or other regulations as Her Majesty, with the advice of Her Privy Council, shall from time to time appoint.

Vancouver's Island, as at present established, not to be included in British Columbia.

VI. No part of the Colony of Vancouver's Island, as at present established, shall be comprised within British Columbia for the purpose of this Act; but it shall be lawful for Her Majesty, Her heirs and successors, on receiving at any time during the continuance of this Act a joint Address from the two Houses of the Legislature of Vancouver's Island, praying for the incorporation of that island with British Columbia, by Order to be made as aforesaid with the advice of Her Privy Council to annex the said island to British Columbia, subject to such conditions and regulations as to Her Majesty shall seem expedient; and thereupon, and from the date of the publication of such Order in the said island, or such other date as may be fixed in such Order, the provisions of this Act shall be held to apply to Vancouver's Island.

"Governor."

VII. In the construction of this Act the term "Governor" shall mean the person for the time being lawfully administering the Government of British Columbia.

Act to continue in force until December 31, 1862.

VIII. This Act shall continue in force until the 31st day of December 1862, and thenceforth to the end of the then next session of Parliament: Provided always, that the expiration of this Act shall not affect the boundaries hereby defined, or the right of appeal hereby given, or any act done or right or title acquired under or by virtue of this Act, nor shall the expiration of this Act revive the Acts or parts of Acts hereby repealed.

Expiration of act not to affect Boundaries, &c.

LETTERS PATENT under the Great Seal appointing JAMES DOUGLAS, Esquire, to be Governor and Commander-in-Chief in and over the Colony of BRITISH COLUMBIA and its Dependencies.

BRITISH COLUMBIA.

Letters Patent, dated 2d September 1858.

VICTORIA, by the grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to Our trusty and well-beloved James Douglas, Esquire, greeting:

I. WHEREAS We deem it expedient, in pursuance of an Act passed in the twenty-second year of Our reign, intituled "An Act to provide for the Government of British Columbia," to make more particular provision for the Government of Our said Colony: Now know you, that We, reposing especial trust and confidence in the prudence, courage, and loyalty of you, the said James Douglas, of Our especial grace, certain knowledge, and mere motion, have thought fit to constitute and appoint you, the said James Douglas, to be, during Our will and pleasure, Our Governor and Commander-in-Chief in and over Our Colony of British Columbia and its Dependencies, and in and over all forts and garrisons erected and established, or to be erected and established, in Our said Colony of British Columbia, comprising all such territories as are bounded to the south by the frontier of the United States of America, to the east, by the main chain of the Rocky Mountains, to the north, by Simpson's River and the Finlay Branch of the Peace River, and to the west, by the Pacific Ocean, including Queen Charlotte Island and all other islands adjacent to the said territories, excepting from the said islands Our Island of Vancouver, until the said island shall, in pursuance of the said Act, be hereafter incorporated into Our said Colony.

II. And We do hereby require and command you to do and execute all things in due manner that shall belong unto your said command and the trust We have reposed in you, according to the several powers and authorities granted or appointed you by this Our present Commission and the Instructions herewith given you, or according to such further powers, directions, and authorities as shall at any time hereafter be granted or appointed you, under Our Sign Manual and Signet, or by Our Order in Our Privy Council, or by Us, through one of Our Principal Secretaries of State, and according to such reasonable laws as are now or shall hereafter be in force in Our said Colony.

III. And whereas it has been appointed by Parliament that it shall be lawful for Us, by any Order or Orders to be by Us from time to time made, with the advice of Our Privy Council, to make, ordain, and establish, and, subject to such conditions and restrictions as to Us shall seem meet, to authorize and empower such officer as We may appoint to administer the Government of Our said Colony, to make provision for the administration of justice therein, and generally to make, ordain, and establish all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Our subjects and others residing therein; and whereas We have, in pursuance of the said Act, by Our Order made by Us in Our Privy Council, bearing date this 2d instant, ordered, authorized, empowered, and commanded Our Governor of Our said Colony to make provision for the administration of justice in Our said Colony, and generally to make, ordain, and establish all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Our subjects and others residing therein, wherein the said Governor is to conform to and exercise the directions, powers, and authorities given and granted to him by Our Commission, subject to all such rules and regulations as shall be prescribed in and by Our Instructions under Our Signet and Sign Manual accompanying Our said Commission, or by any future Instructions, as aforesaid: Now We do, by this Our Commission, give and grant to you, the said James Douglas, full power and authority to constitute and appoint Judges, and, in cases requisite, Commissioners of Oyer and Terminer, Justices of the Peace, Sheriffs, and other necessary Officers and Ministers in Our said Colony and its Dependencies, for the due and impartial administration of justice and putting the laws into execution, and to administer or cause to be administered unto them such oath or oaths as are usually given for the due execution and performance of offices and places, and for the clearing of truth in judicial matters.

IV. And We do by these presents further give and grant unto you, the said James Douglas, full power and authority, by Proclamation or Proclamations to be by you from

British Columbia.

time to time for that purpose issued under the Public Seal of Our said Colony, to make, ordain, and establish all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Our subjects and others residing in Our said Colony and its Dependencies: Provided that such laws, institutions, and ordinances are not to be repugnant, but, as near as may be, agreeable to the Laws and Statutes of Our United Kingdom of Great Britain and Ireland: Provided also, that all such laws, institutions, and ordinances, of what nature or duration soever, be transmitted under the Public Seal of Our said Colony for Our approbation or disallowance, as in Our said Order provided: And We do by these presents require and enjoin you that in making all such laws, institutions, and ordinances you do strictly conform to and observe the rules, regulations, and restrictions which are or shall be in that respect prescribed to you by Our Instructions under Our Royal Sign Manual and Signet accompanying this Our Commission, or by any future Instructions, as aforesaid.

V. And We do hereby authorize and empower you, the said James Douglas, to keep and use the Public Seal for sealing all things whatsoever that shall pass the seal of Our said Colony and its Dependencies.

VI. And Our further will and pleasure is, that all public monies raised, or which shall be raised by any Proclamation or Law hereafter to be made within Our said Colony and its Dependencies, be issued out by Warrant from you, and disposed of by you for the support of the Government, or for such other purpose as shall be particularly directed or appointed in and by such Proclamation or Law, and not otherwise.

VII. And We do hereby give and grant unto you, the said James Douglas, full power and authority to erect, constitute, and establish in Our said Island and its Dependencies, such and so many counties, townships, parishes, cities, boroughs, and towns as you shall judge necessary.

VIII. And We do hereby give and grant unto you, the said James Douglas, by yourself, or by your Captains and Commanders by you to be authorized, full power and authority to levy, arm, muster, command, and employ all persons whatsoever residing within Our said Colony and its Dependencies, and as occasion shall serve, them to march from one place to another, or to embark them for the resisting and withstanding of all enemies, pirates, and rebels, both at sea and land, and to do and execute all and every other thing and things which to Our Governor and Commander-in-Chief doth and ought of right to belong.

IX. And We do hereby give and grant unto you, the said James Douglas, full power and authority, upon sufficient cause to you appearing, to suspend from the exercise of his office within Our said Colony and its Dependencies any person exercising any office or place under or by virtue of any Commission or Warrant granted or which may be granted by Us, or in Our name, or under Our authority, which suspension shall continue and have effect only until Our pleasure therein shall be made known and signified to you. And We do hereby strictly require and enjoin you in proceeding to any such suspension to observe the directions in that behalf given to you by Our Instructions under Our Signet and Sign Manual accompanying this Our Commission appointing you Governor of Our said Colony.

X. And We do hereby give and grant unto you, the said James Douglas, full power and authority, as you shall see occasion, in Our name and on Our behalf, to grant to any offender convicted of any crime in any Court, or before any Judge, Justice, or Magistrate, within Our said Colony and its Dependencies, a pardon, either free, or subject to lawful conditions, or any respite of the execution of any such offender for such period as to you may seem fit, and to remit any fines, penalties, or forfeitures which may become due and payable to Us, but subject to the regulations and directions under Our Royal Sign Manual and Signet accompanying this Our Commission, or in any future Instructions as aforesaid.

XI. And whereas it is necessary to make provision for the execution of this Our Commission in the event of the death, incapacity, removal, or absence of you, the said James Douglas, from Our said Colony: We do hereby declare Our will and pleasure, that in any of the contingencies aforesaid the Government of Our said Colony shall be administered by Our Lieutenant-Governor of Our said Colony; or if there be no Lieutenant-Governor upon the place, by the person whom We may commission to administer the Government of Our said Colony; or if there should be no person so specially commissioned to administer the Government of Our said Colony, then by such person as you, by Warrant under your hand and seal, shall or may appoint to administer the Government of Our said Colony and its Dependencies, to all or either of which

persons We do hereby give and grant all the powers and authorities vested in you by this Our Commission and the Instructions under Our Sign Manual and Signet accompanying the same: Provided, nevertheless, that if the exigencies of Our Service shall at any time require your presence in Our Island of Vancouver, you do continue to exercise all the powers and authorities hereby vested in you, as fully as if you were not absent from the limits of Our said Colony of British Columbia.

XII. And We do hereby require and command all Officers, Ministers, Civil and Military, and all other the inhabitants of Our said Colony and the territories depending thereon, to be obedient, aiding and assisting unto you, the said James Douglas, or in the event of your death, incapacity, or removal or absence from Our said Colony, to such person or persons as may, under the provisions of this Our Commission, assume and exercise the functions of our Governor and Commander-in-Chief in and over Our said Colony.

INSTRUCTIONS to Our trusty and well-beloved JAMES DOUGLAS, Esquire, Our Governor and Commander-in-Chief in and over Our Colony of British Columbia and of its Dependencies, or in his absence to Our Lieutenant-Governor or Officer administering the Government of Our said Colony and its Dependencies for the time being.

Given at Our Court at Osborne House, Isle of Wight, the 2d day of September 1858, in the twenty-second year of Our Reign.

I. With these Our Instructions you will receive Our Commission under Our Great Seal of the United Kingdom of Great Britain and Ireland, constituting you to be Our Governor and Commander-in-Chief in and over Our Colony of British Columbia and its Dependencies; you are therefore with all convenient speed to assume and enter upon the execution of the trust We have reposed in you.

II. And you are, with all due and usual solemnity, to cause Our said Commission, constituting you Our Governor and Commander-in-Chief as aforesaid, to be read and published in the presence of the principal persons of Our said Colony, and you will then and there take the Oath of Allegiance as prescribed by the Act of the first year of King George the First, Statute 2, chapter 13, section 2, and likewise the usual oath for the due execution of the office and trust of Our Governor and Commander-in-Chief in and over Our said Colony and Dependencies, and for the due and impartial administration of justice, and further, the oath required to be taken by Governors of Plantations, to do their utmost that the several laws relating to trade and the plantations be duly observed, which oaths any two Justices of Our said Colony and its Dependencies or of Vancouver's Island, have hereby full power and authority and are required to tender and administer unto you; all which being duly performed, you will administer the said Oath of Allegiance to each of the principal persons then present.

III. You are, by yourself, or by any other person to be authorized by you in that behalf, to administer and to give to all and every such persons as you shall think fit, who shall hold any office or place of trust or profit, or who shall at any time or times pass into Our said Colony and its Dependencies, or be resident therein, the said Oath of Allegiance, save only in cases wherein any other oath or oaths is or are prescribed by the Statutes in that behalf made, or by any of them, in which cases it is Our pleasure and We do hereby direct that you do administer to such persons such other oath or oaths as aforesaid.

IV. It being of the greatest importance to Our Service and to the welfare of Our subjects, that justice be everywhere speedily and duly administered, and that all disorders, delays, and other undue practices in the administration thereof be effectually prevented, We do particularly require you to take especial care that in all Courts where you are authorized to preside justice be impartially administered, and that in all other Courts established within our said Colony and its Dependencies all Judges and other persons therein concerned do likewise perform their several duties, without any delay or partiality.

V. And whereas We have by Our said Commission authorized, empowered, and commanded you, by Proclamation, or Proclamations to be by you for that purpose issued under the Public Seal of Our said Colony, to make all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Our

British Columbia.

subjects residing in our said Colony and its Dependencies, and other persons, subject to the rules and regulations which are or shall be in that respect prescribed to you by Our Instructions under Our Sign Manual and Signet accompanying Our said Commission, or by any future Instructions as aforesaid: Now We do prescribe to you the following rules and regulations for your guidance:

VI. You are to observe, in making laws, that the style of enacting the same be by the Governor of British Columbia.

VII. You are, as much as possible, to observe, in the passing of all laws, that each different matter be provided for by a different law, without intermixing in one and the same law such things as have no proper relation to each other; and you are more especially to take care that no clause or clauses be inserted in or annexed to any law which shall be foreign to what the title of such law imports, and that no perpetual clause be part of any temporary law, and that no law whatever be suspended, altered, continued, revived, or repealed by general words, but that the title and date of such law so suspended, altered, continued, revived, or repealed be particularly mentioned and expressed in the enacting part.

VIII. You are not to make any law whereby any person may be impeded in establishing the worship of Almighty God in a peaceable and orderly manner, although such worship may not be conducted according to the rites and ceremonies of the Church of England;

IX. Nor any law for the divorce of persons joined together in holy matrimony;

X. Nor any law for granting land or money or other donation to yourself;

XI. Nor any law for making any paper or other currency a legal tender, except the coin of the realm, or other gold or silver coin;

XII. Nor any law for raising money by the institution of public or private lotteries;

XIII. Nor any private law whereby the property of any individual may be affected, in which there is not a saving of the rights of Us, Our heirs and successors, and of all bodies politic or corporate, and of all other persons, excepting those at whose instance or for whose especial benefit such law may be enacted, and those claiming by, from, through, and under them;

XIV. Nor any law for imposing differential duties;

XV. Nor any law the provisions of which shall appear inconsistent with obligations imposed upon us by treaty;

XVI. Nor any law interfering with the discipline of our Land or Sea Forces in the Colony;

XVII. Nor any law that shall purport to be enacted for less than one year;

XVIII. Nor any law, of an extraordinary nature and importance, whereby Our Prerogative, or the rights and property of Our subjects residing in Our said Colony, or the trade and shipping of Our United Kingdom and its Dependencies, may be prejudiced;

XIX. Nor any law containing provisions to which Our assent has been once refused, or which have been disallowed by Us.

XX. You are to take care that all Writs be issued in Our name throughout Our said Colony under your Government.

XXI. You are to take especial care to regulate all salaries and fees belonging to places, or paid upon emergencies, that they be within the bounds of moderation, and that no extortion be made on any occasion whatsoever, as also that tables of all fees be publicly hung up in all places where such fees are to be paid; and you are to transmit copies of all such tables of fees to Us, through one of Our Principal Secretaries of State.

XXII. It is Our will and pleasure that you do in all things conform yourself to the provisions contained in an Act of Parliament passed in the fourth year of the reign of His late Majesty King George the Third, intituled "An Act to prevent paper bills of "credit hereafter to be issued in any of His Majesty's Colonies or Plantations in America "from being declared to be a legal tender in payment of money, and to prevent the "legal tender of such bills as are now subsisting from being prolonged beyond the "periods limited for recalling in and sinking the same," and also of an Act passed in the thirteenth year of the reign of His late Majesty, to explain and amend the above-recited Act passed in the fourth year of his reign as aforesaid; and you are not to give your assent to or pass any law whereby bills of credit may be struck or issued in lieu of money, or for payment of money, either to you, Our Governor, or to any person whatsoever, unless a clause be inserted in such law declaring that the same shall not take effect until the said law shall have been approved and confirmed by Us, Our heirs or successors.

XXIII. You shall not, by colour of any power or authority hereby or otherwise granted or mentioned to be granted to you, take upon you to give, grant, or dispose of

any office or place within Our said Colony and its Dependencies, which now is or shall be granted under the Great Seal of Our United Kingdom, or to which any person is or shall be appointed by Warrant under Our Sign Manual and Signet, any further than you may, upon the vacancy of any such office or place, or upon the suspension of any such officer by you, select and nominate any fit person to officiate in the interim, till you shall have represented the matter to Us, through one of Our Principal Secretaries of State, which you are to do by the first opportunity, and have received Our further directions therein.

XXIV. You are to transmit unto Us, through one of Our Principal Secretaries of State, with all convenient speed, a particular account of all establishments of jurisdictions, courts, offices and officers, powers, authorities, fees, and privileges, granted and settled, or which shall be granted and settled, within Our said Colony and its Dependencies, as likewise an account of all the expenses attending the establishments of the said Courts, and of such funds as are settled and appropriated to discharge the same.

XXV. And whereas We have by Our said Commission authorized you, upon sufficient cause to you appearing, to suspend from the exercise of his office within Our said Colony and its Dependencies any person exercising the same under and by virtue of any Commission or Warrant granted or to be granted by Us or in Our name or under Our authority: Now We do charge and require you that, before proceeding to any such suspension, you do signify, by a statement in writing to the person so to be suspended, the grounds of such your intended proceeding against him, and that you do call upon such person to communicate to you in writing a statement of the grounds upon which he may be desirous to exculpate himself, and if, after having considered such statement and exculpation, you should persist in such suspension, you are to transmit the said statement and exculpation to Us, through one of Our Principal Secretaries of State, by the earliest conveyance; but if in any case the interests of Our Service shall appear to you to demand that a person shall cease to exercise the powers and functions of his office instantly, or before there shall be time to take the proceedings herein-before directed, you shall then interdict such person from the exercise of his powers and functions, preserving to him, however, until such proceedings shall have been taken, the emoluments and advantages of his office.

XXVI. And whereas We have by Our said Commission given and granted unto you full power and authority, as you shall see occasion, in Our name and on Our behalf, to grant to any offender convicted of any crime in any court, or before any Judge, Justice, or Magistrate within our said Colony, a pardon, either free or subject to lawful conditions, or any respite of the sentence of any such offender for such period as to you may seem fit: Now We do hereby require and enjoin you to call upon the Judge presiding at the trial of any such offender, who may from time to time be condemned to suffer death by any sentence of any Court within Our said Colony, to make to you a written report of the case of such offender, and specially to attend you thereupon, and such report of the said Judge shall by you be taken into consideration, and you shall not pardon or reprieve any such offender as aforesaid unless it shall appear to you expedient so to do, but in all such cases you are to decide either to extend or to withhold a pardon or reprieve, according to your own deliberate judgment.

XXVII. And whereas there have been great irregularities in the manner of granting Commissions to private ships of war, you are to govern yourself, whenever there shall be occasion, according to the Commission and Instructions granted in this kingdom; but you are not to grant Commissions of marque or reprisal against any Prince or State, or their subjects, in amity with Us, to any person whatsoever, without Our special command.

XXVIII. We do enjoin and require that you do take especial care that Almighty God be devoutly and truly served throughout your Government, and that you will duly exercise the powers herein confided to you for the encouragement of Religion and morality, so far as consistent with established law.

XXIX. It is Our further will and pleasure that you do give your most serious attention to the consideration and appliance of all proper methods for the erecting and maintaining schools, in order to the training up of youth to reading and to a necessary knowledge of the principles of Religion.

XXX. You shall from time to time give unto Us, through one of Our Principal Secretaries of State, an account of the wants and defects of Our said Colony and its Dependencies, what are the chief products thereof, what improvements have been lately made, and what further improvements you conceive may be made, or advantages gained by trade, and in what way We may contribute thereunto.

XXXI. If anything shall happen which may be of advantage or security to Our Colony and its Dependencies under your Government which is not herein or by Our

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Commission provided for, We do hereby allow you to take orders for the present therein, giving unto Us, through one of Our Principal Secretaries of State, speedy notice thereof, that so you may receive Our ratification, if We shall approve of the same: Provided always, that you do not, under colour of any power or authority hereby given to you, commence or declare war without Our knowledge, and particular commands therein first obtained for so doing from Us, under Our Sign Manual and Signet, or by Our Order in Our Privy Council.

XXXII. And you are upon all occasions to send to Us, through one of Our Principal Secretaries of State, a particular account of all your proceedings, and of the condition of affairs within your Government.

XXXIII. And whereas We have thought fit, by Our Commission, to direct that in case of your death, incapacity, removal, or absence, and there be at that time no person within Our said Colony commissioned or appointed by Us to be Lieutenant-Governor, or specially appointed by Us to administer the Government of Our said Colony and its Dependencies, a person to be for that purpose appointed by yourself shall take upon him the administration of the said Government, with all the powers and authorities vested in you; it is nevertheless Our express will and pleasure that in such case the person so administering the Government under your Warrant shall forbear to make any laws but what are immediately necessary for the peace and welfare of Our said Colony and its Dependencies without Our particular order for that purpose, and that he shall not take upon him to remove or suspend any of the Judges, Justices of the Peace, or other officer, civil or military, without good and sufficient reasons, of which he shall forthwith transmit an account to Us, through one of Our Principal Secretaries of State.

XXXIV. And whereas great prejudice might happen to Our Service and to the security of Our said Colony by your prolonged absence therefrom, you shall not upon any pretence whatever quit Our said Colony, without first having obtained Our leave for so doing under Our Sign Manual, or through one of Our Principal Secretaries of State, excepting for the purpose of visiting Our Island of Vancouver.

AN ORDER of the QUEEN in Council empowering the Governor of BRITISH COLUMBIA to make Laws, and to provide for the Administration of Justice in the said Colony.

At the Court at Osborne House, Isle of Wight, the 2nd day of September 1858.

PRESENT:

The Queen's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the twenty-second year of the reign of Her Majesty, entitled "An Act to provide for the Government of British Columbia," it is declared lawful for Her Majesty, by any Order or Orders to be by Her from time to time made, with the advice of Her Privy Council, to make, ordain, and establish, and (subject to such conditions as to Her shall seem meet) to authorize and empower such officer as She may from time to time appoint to administer the Government of British Columbia to make provision for the administration of justice therein, and generally to make, ordain, and establish all such laws, institutions, and ordinances as may be necessary for the peace, order, and good government of Her Majesty's subjects and others therein: Provided that all such Orders in Council, and all laws and ordinances so to be made as aforesaid, shall be laid before both Houses of Parliament as soon as conveniently may be after the making and enactment thereof respectively; provided also, that it shall be lawful for Her Majesty, so soon as She may deem it convenient, by any such Order in Council as aforesaid, to constitute, or to authorize and empower such officer to constitute, a Legislature, to make laws for the peace, order, and good government of British Columbia, such Legislature to consist of the Governor and a Council, or Council and Assembly, to be composed of such and so many persons, and to be appointed or elected in such manner, and for such periods, and subject to such regulations, as to Her Majesty may seem expedient:

Governor empowered to make laws.

Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to order and doth hereby order, authorize, empower, and command the Governor, or the officer for the time being administering the Government of the said Colony of British Columbia, to make provision for the administration of justice; and, further, by Proclamation or Proclamations to be

by him issued for that purpose, under the Public Seal of the said Colony, to make, ordain, and establish all such laws and ordinances as may be necessary for the peace, order, and good government of Her Majesty's subjects and others in the said Colony; subject, nevertheless, to the following conditions, that is to say: that every such law or ordinance as aforesaid shall by the said Governor or officer administering the Government be with all convenient expedition transmitted to Her Majesty, for Her approbation or disallowance thereof or of any part thereof, through one of Her Principal Secretaries of State, and that the same or any part thereof shall not be in force within the said Colony after Her Majesty's disallowance as aforesaid shall be made known therein: Provided nevertheless, and Her Majesty doth hereby reserve to Herself, Her heirs and successors, Her and their right and authority to make and establish, from time to time, with the advice of Her Privy Council, all such laws as may to Her or them appear necessary for the order, peace, and good government of the said Colony and its Dependencies, as fully as if this present Order had not been made. British Columbia.

And it is hereby further ordered, that in providing for the administration of justice in the said Colony, and the making all such laws, institutions, and ordinances, the said Governor or officer for the time being administering the Government of the said Colony shall conform to and exercise all the directions, powers, and authorities given and granted to him by Her Majesty's Commission, the draft of which is hereunto annexed, subject to all such rules and regulations as are prescribed in and by the Instructions under the Royal Sign Manual and Signet accompanying Her Majesty's Commission, or by any Instructions as aforesaid which Her Majesty, with the advice of Her Privy Council, may from time to time make for his guidance herein. Administration of justice.

And the Right Honourable Sir Edward Bulwer Lytton, Baronet, one of Her Majesty's Principal Secretaries of State, is to give herein the necessary directions accordingly.

(Signed) C. C. GREVILLE.

Copy of an Instrument under the Royal Sign Manual, revoking so much of the Crown Grant of 30th May 1838, to the Hudson's Bay Company, for exclusive Trading with the Indians, as relates to the Territories comprised within the Colony of British Columbia, dated 2d September 1858.

Victoria, by the grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to all to whom these presents shall come, greeting:

Whereas by an Instrument under the hand and seal of the Right Honourable Lord Glenelg, then one of Our Principal Secretaries of State, and dated the 30th day of May 1838, We did, for the reasons and considerations therein recited, grant and give Our licence to the Governor and Company of Adventurers trading to Hudson's Bay, and their successors, for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and to the westward of the lands and territories belonging to the United States of America as should not form part of any of Our provinces in North America, or of any lands or territories belonging to the said United States of America, or to any European Government, State, or Power, but subject, nevertheless, as therein-after mentioned; and did give, grant, and secure to the said Governor and Company, and their successors, the sole and exclusive privilege, for the full period of twenty-one years from the date of Our said grant, of trading with the Indians in all such parts of North America as aforesaid (except as therein-after mentioned): Provided nevertheless, and We did thereby declare Our pleasure to be, that nothing therein contained should extend or be construed to prevent the establishment by Us, Our heirs or successors, within the territories aforesaid or any of them, of any colony or colonies, province or provinces, or the annexing any part of the aforesaid territories to any existing colony or colonies, to Us, in right of Our Imperial Crown, belonging, or constituting any such form of Civil Government as to Us might seem meet, within any such colony or colonies, province or provinces; and We did thereby reserve to Us, Our heirs and successors, full power and authority to revoke Our said grant or any part thereof in so far as the same might embrace or extend to any of the territories aforesaid which might thereafter be comprised within any colony or colonies, province or provinces, as aforesaid:

And whereas We have, by Our Commission under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster this second day of

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September 1858, in the twenty-second year of Our reign, and in virtue as well of the powers vested in Us by an Act, entitled "An Act to provide for the Government of "British Columbia," as of all other powers and authorities belonging to Us in that behalf, established within the territories aforesaid a Colony under the title of British Columbia, bounded, as in the said recited Act is mentioned, to the south by the frontier of the United States of America, to the east by the main chain of the Rocky Mountains, to the north by Simpson's River and the Finlay Branch of the Peace River, and to the west by the Pacific Ocean, and including Queen Charlotte's Island, and all other islands adjacent to the said territories, except as therein-after excepted:

And whereas it has appeared to Us expedient that the right of exclusive trade with the Indians given by Us in manner aforesaid to the Governor and Company of Adventurers trading to Hudson's Bay, and their successors, within the territories in the said Instrument described, should no longer be exercised by them within so much of those territories as is comprised within the said Colony of British Columbia:

Now know ye that We do hereby revoke Our said grant contained in the herein-before recited Instrument of the 30th May 1838, in so far as the same embraces or extends to the territories comprised within the said Colony of British Columbia:

And We do hereby declare, that this present revocation of Our said grant shall take effect within the said Colony as soon as it shall have been proclaimed there by the Officer Administering the Government thereof.

Despatches from Governor Douglas.

No. 1.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Lord STANLEY, M.P. No 1.

(No. 23.) Victoria, Vancouver's Island, May 19, 1858.
(Received July 13, 1858.)
(Answered, No. 4, July 16, 1858, p. 42.)

MY LORD,

1. SINCE I had the honour of addressing you on the 8th instant, on the subject of the Couteau Gold Mines, it was currently reported that boats and other small craft from the American shore were continually entering Fraser's River with passengers and goods, especially spirits, arms, ammunition, and other prohibited and noxious articles, and as those acts are in direct violation of the Customs' Laws, as extended to the British Possessions in America, and infringe the rights of the Hudson's Bay Company, I took immediate steps to put a stop to those lawless practices, by issuing a Proclamation, of which a copy is transmitted, warning all persons against the consequences of such offences, and I have since applied to Captain Prevost, of Her Majesty's Ship "Satellite," for an effective force to carry out the measures proposed and set forth in my Proclamation. Enclosure.

2. That force it is intended to despatch to-morrow, under the direction of an officer of the Customs to be appointed specially for that purpose.

3. I also propose in a few days hence to make an excursion to the Falls of Fraser's River, for the purpose of inquiring into the state of the country, on which I will report to you on my return.

4. The American steamer "Commodore" returned to this port from San Francisco two days ago, with 400 passengers for the Gold Mines, who are preparing to leave in boats and canoes for Fraser's River.

5. The excitement about the Couteau Gold Mines is on the increase, and people are pushing from all quarters in that direction.

6. In our last accounts from that quarter, of the 8th instant, it is stated that 1,500 white miners, at the smallest computation, had reached the diggings, and that they were not finding much gold, in consequence of the rivers being swollen by the melting of the mountain snow. The river beds, which yield the largest quantities of gold, being all flooded, the miners were in search of other diggings, and had found gold in small quantities, probably from one to two dollars a man per day, in almost every part of the country which they have examined, and they expect a large yield when the rivers fall to a lower level.

7. Those accounts are sufficiently promising to nourish the prevalent mania for gold. On all sides the Americans are striving to force a passage into the Gold District through their own territories, attempts being at once made to open roads from Bellingham Bay, from Nisqually, and by the way of the Columbia River.

8. I am now convinced that it is utterly impossible, through any means within our power, to close the Gold Districts against the entrance of foreigners, as long as gold is found in abundance, in which case the country will soon be overrun and occupied by a large white population, whether it be agreeable to our wishes or not; while, on the contrary, it is no less certain that the excitement on the subject will soon altogether cease, if the diggings prove unremunerative, and the crowds now gathering on the banks of Fraser's River will in that case soon abandon the country, and return to their homes. The evil will thus work its own cure without interposition on our part.

9. In the meantime, with the view of escaping the greater evil of compelling people to have recourse to expedients for entering the country by unlawful means, I am striving to legalize the entrance of gold miners into Fraser's River, on certain conditions, which at

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once assert the rights of the Crown, protect the interest of the Hudson's Bay Company, and are intended to draw the whole trade of the Gold Districts through Fraser's River to this Colony, which will procure its supplies directly from the Mother Country.

10. With those views I proposed an arrangement on the following terms to the Agents of the United States Pacific Mail Steam Ship Company, who, having steamers of every class connected with their operations in California, and a staff of experienced officers at their disposal, are perhaps better qualified than any other parties for carrying such an arrangement immediately into effect:—

1st. That they should place steamers on the navigable route between this place and the Falls of Fraser's River, 130 miles distant from its discharge into the Gulf of Georgia, for the transport of goods and passengers to that point.

2d. That they should carry the Hudson's Bay Company's goods into Fraser's River, and no other.

3d. That they carry no passengers except such as have taken out and paid for a gold mining licence and permit from the Government of Vancouver's Island.

4th. That they pay to the Hudson's Bay Company, as compensation to them, at the rate of two dollars head money for each passenger carried into Fraser's River.

5th. That they should otherwise be allowed to enjoy the whole of the profits on the river transport.

6th. That arrangement to continue in force for one year from this date, and no longer.

11. The Pacific Mail Steam Ship Company have promised to give a decided answer, accepting or rejecting those proposals, on or before the 24th of the present month.

12. If that arrangement be carried into effect, it will be of great advantage to the country at large, and give the Government a decided control over the mining population of the interior.

13. I trust, from its so thoroughly protecting every interest connected with the country, that it will meet with your approval.

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Lord Stanley, M.P.,
&c. &c.

Enclosure in No. 1.

Enclosure in No. 1.

PROCLAMATION

By His Excellency JAMES DOUGLAS, Governor and Commander-in-Chief of the Colony of Vancouver's Island and Dependencies, and Vice-Admiral of the same, &c. &c. &c.

WHEREAS it is commonly reported that certain boats and other vessels have entered Fraser's River for trade; and whereas there is reason to apprehend that other persons are preparing and fitting out boats and vessels for the same purpose:

Now, therefore, I have issued this my Proclamation, warning all persons that such acts are contrary to law, and infringements upon the rights of the Hudson's Bay Company, who are legally entitled to the trade with Indians in the British Possessions on the north-west coast of America, to the exclusion of all other persons, whether British or Foreign.

And also, that after fourteen days from the date of this my Proclamation, all ships, boats, and vessels, together with the goods laden on board, found in Fraser's River, or in any of the bays, rivers, or creeks of the said British Possessions on the north-west coast of America, not having a licence from the Hudson's Bay Company, and a sufferance from the proper officer of the Customs at Victoria, shall be liable to forfeiture, and will be seized and condemned according to law.

Given under my hand and seal, at Government House, Victoria, this eighth day of May in the year of our Lord One thousand eight hundred and fifty-eight, and in the twenty-first year of Her Majesty's reign.

(Signed) JAMES DOUGLAS, Governor.

By His Excellency's Command,
Richard Golledge, Secretary.

God save the Queen.

No. 2.

Copy of DESPATCH from Governor Douglas to the Right Hon. Lord Stanley, M.P.

(No. 24.) Victoria, Vancouver's Island, June 10, 1858.

(Received August 9, 1858,)

(Answered No. 8, August 14, 1858, page 47.)

My Lord,

1. Since I had the honour of addressing you on the 19th of May last, in reference to the Couteau Gold Mines, and the immigration of foreigners into Fraser's River, as well as the measures taken to assert the rights of the Crown to enforce the Revenue laws of the empire, and to protect the rights of the Hudson's Bay Company, I have, as therein proposed, made a journey to the Falls of Fraser's River, visited the gold diggings, and seen all the miners below that point; and I will now proceed to give a brief narrative of my proceedings, and the information gathered in respect to the auriferous character of the country in the course of that journey.

2. In consequence of the requisition for assistance made on Captain Prevost, Her Majesty's Ship "Satellite" was anchored off the mouth of Fraser's River, where I joined her on the following day, with the Hudson's Bay Company's propeller "Otter," in which we proceeded up Fraser's River, with the "Satellite's" launch and gig in tow, to Fort Langley, distant about 30 miles from the mouth of the river.

3. The Revenue officers found immediate occupation in the seizure of several lots of contraband goods, and taking 16 unlicensed canoes into custody. The latter being manned exclusively with gold miners, and containing only their mining tools, provisions, and personal clothing, without any merchandise for trade, I caused them to be released, granting a pass at a charge of five dollars to each canoe, and the amount, 80 dollars, so formed, was carried to account of the public Revenue. The contraband goods will be brought to trial on the 11th instant, under the 167th section of the "Customs Consolidation Act, 1853."

4. From Fort Langley we pursued our upward journey, in canoes manned chiefly by native Indians, and accompanied by Captain Prevost in his gig, manned with six of the "Satellite's" seamen.

5. After journeying four days, we reached Fort Hope, the next establishment of the Hudson's Bay Company on Fraser's River, and about 80 miles distant from Fort Langley.

6. The actual gold diggings commence on a bar of Fraser's River about one mile below the point on which Fort Hope is situated, and from that point upwards to the commencement of the Falls, a distance of 20 miles, we found six several parties of miners successfully engaged in digging for gold on as many partially uncovered river bars; the number of whites on those bars being about 190 men, and there was probably double that number of native Indians, promiscuously engaged with the whites in the same exciting pursuit.

7. The diggings became sensibly richer as we ascended the stream as far as "Hill's Bar," four miles below the Falls, which is the richest point workable in the present high state of the river.

8. The gold on those bars is taken entirely from the surface, there being no excavation on any of them deeper than two feet, as the flow of water from the river prevents their sinking to a greater depth.

9. Mr. Hill, the party after whom the bar is named, produced for inspection the product of his morning's (six hours') work, with a rocker and three hands besides himself, the result being very nearly six ounces of clean float gold, worth one hundred dollars in money, giving a return of fifty dollars a day for each man employed. That return the party observed was the largest day's work he had ever made on Fraser's River, and he further remarked, that the same good fortune did not attend him every day.

10. The other miners whom I questioned about their earnings, stated that they were making from two and a half, the lowest, to twenty-five dollars, the highest usual return to the man a day.

11. The greatest instance of mining success which I heard of in course of our journey fell to the lot of a party of three men, who made one hundred and ninety ounces of gold dust in seven working days on "Sailor's Bar," a place about ten miles above the Falls, giving a return of nearly nine ounces a day for each man employed.

12. Thirty miners arrived from the upper country during our stay at the Falls, with very favourable reports as to its productiveness in gold. They told me that they had prospected the banks of Fraser's River as far as the Great Falls, forty miles beyond the confluence of Thompson's River, and also many of its tributary streams, in all

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of which they found gold, frequently in pieces ranging from twenty-four grains to half an ounce in weight, and they also observed that the gold was larger in size and coarser the further they ascended the river. Thus, for example, the gold found below the Falls is in thin bright scales or minute particles, while that found at the Great Falls is in pieces ranging, as before said, from twenty-four grains to half an ounce in weight; a circumstance which the miner believes to be indicative of a richer country beyond.

13. The country about the Great Falls has not been closely examined, but the miners generally report its appearance to be promising, and from anything we know to the contrary the whole course of Fraser's River, even to the Rocky Mountains, may be auriferous.

14. Those miners were prevented going further into the country for want of food, which compelled their return to the settlements for supplies. They were very successful about the Great Falls, and made from ten to thirty dollars to the man a day.

15. William C. Johnston, an old California miner, told me that he had prospected Harrison's River, and had travelled from thence to the Great Falls of Fraser's River, and that he had observed in the course of his journey much gold-bearing quartz, and the most promising indications of placer gold. Another old miner assured me that he had found large quantities of gold-bearing quartz in the mountains near Fort Hope, which he thinks will pay better than the California quartz rock; a report which was confirmed by other miners. The miners generally assert that Fraser's River is richer than any "three rivers" in California.

16. Thompson's River and its tributary streams are known to be auriferous, and I have just heard from Mr. M'Lean, one of the Hudson's Bay Company's officers, that gold has also been lately discovered on the banks of the Great Okanagan Lake.

17. Mr. Richard Hicks, a respectable miner at Fort Yale, assured me that he had found "flour gold," that is, gold in powder, floating on the waters of Fraser's River during the freshet, and he is of opinion that by means of quicksilver gold will be found in every part of Fraser's River, even to its discharge into the Gulf of Georgia.

18. Evidence is thus obtained of the existence of gold over a vast extent of country situated both north and south of Fraser's River, and the conviction is gradually forcing itself upon my mind, that not only Fraser's River and its tributary streams, but also the whole country situated to the eastward of the Gulf of Georgia, as far north as Johnstone's Straits, is one continued bed of gold of incalculable value and extent.

19. Such being the case, the question arises as to the course of policy in respect to Fraser's River which Her Majesty's Government may deem it advisable in those circumstances to follow.

20. My own opinion is, that the stream of immigration is setting so powerfully towards Fraser's River that it is impossible to arrest its course, and that the population thus formed will occupy the land as squatters, if they cannot obtain a title by legal means.

21. I think it therefore a measure of obvious necessity that the whole country be immediately thrown open for settlement, and that the land be surveyed, and sold at a fixed rate, not to exceed twenty shillings an acre. By that means, together with the imposition of a Customs' duty on imports, a duty on licences to miners, and other taxes, a large revenue might be collected for the service of Government.

22. As the Hudson's Bay Company would in that case have to relinquish their exclusive rights of trade, compensation might be made to them for those rights, by an annual payment out of the public Revenues of the country.

23. Either that plan, or some other better calculated to maintain the rights of the Crown and the authority of the laws, should, in my opinion, be adopted with as little delay as possible, otherwise the country will be filled with lawless crowds, the public lands unlawfully occupied by squatters of every description, and the authority of Government will ultimately be set at naught.

24. In anticipation of your instructions to carry some such plan into effect, I have communicated with Mr. Pemberton, the Surveyor-General of Vancouver's Island, and desired him to make temporary arrangements with any qualified persons he may find in this Colony, for the purpose of increasing the staff of surveying officers, and of engaging actively in an extended survey of the lands of Fraser's River, whenever your instructions to that effect are received from England; and in the meantime they can be usefully employed in laying out allotments for sale on Vancouver's Island, there being at present a very great and increasing demand for land in this Colony.

25. I beg also to remark, that it is my intention to confer on Mr. Pemberton the provisional appointment of Surveyor-General of Fraser's River, as he is a gentleman of great experience, and thoroughly well qualified, by previous training in the forests of Vancouver's Island, and great natural talent, for that responsible office.

26. I propose to form a large and efficient corps of surveying officers, to be placed under the management of the Surveyor-General, and to authorize him, after due application to this Government, to establish branch offices wherever required, which will report all proceedings to the general office at this place, superintended by the Surveyor-General, who will be held responsible for the proper management of the department.

27. In consequence of the unceasing demands upon my time by the crowds of people who are flocking to this place, and the want of assistants, my secretary, Mr. Golledge, being greatly overworked, I have been compelled to prepare this report in the midst of numberless interruptions, and I beg that its inaccuracies may be overlooked and that I may receive your instructions by return of post, as the case is urgent, and calls for rapid and decisive measures in the outset, for in the course of a few months there may be one hundred thousand people in the country.

I have &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Lord Stanley, M.P.,
&c. &c.

No. 3.

Copy of DESPATCH from Governor Douglas to the Right Hon. Lord Stanley, M.P.

(No. 25.) Victoria, Vancouver's Island, June 15, 1858.
(Received August 9, 1858.)
(Answered No. 8, August 14, 1858, page 47.)

My Lord,

1. I have the honour to enclose herewith copy of an address presented to me in the 12th instant by a committee appointed for that purpose at a public meeting lately held at this place.

Enclosure.

2. I informed the committee, in reply to their address, that I had lately returned from the mines of Fraser's River, and that there was really no actual distress for want of provisions among the mining population in all the accessible parts of the country, and that care would be taken to provide for all their wants.

3. That I had no authority to throw open the trade of Fraser's River, which was secured by Statute to the Hudson's Bay Company; but that I had addressed Her Majesty's Government on that subject, recommending the opening of the Fraser's River district for settlement, and I was of opinion that course would be taken, and compensation be made to the Hudson's Bay Company for any sacrifice of interest they may be called upon to make.

4. I also informed them that the progress of this Colony occupied my careful attention, and that its growing interests would be carefully protected.

5. I also promised to forward their address.

I have, &c.,

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Lord Stanley, M.P.,
&c. &c.

Enclosure in No. 3.

To His Excellency James Douglas, Governor and Commander-in-Chief of the Colony of Vancouver's Island and its Dependencies, and Vice-Admiral of the same, &c. &c. &c.

Sir,

At a public meeting held on the 5th instant the following resolution was unanimously adopted, viz.:—

"That a committee be appointed to draw up an address to His Excellency James Douglas, Governor of Vancouver's Island, and chief factor of the Hudson's Bay Company, for the purpose of obtaining free trade with the mining population on Fraser's River; and also that steamers and other vessels be allowed to run between Victoria and the head of navigation on Fraser's River and its tributaries."

We, the undersigned, having been named to carry out the above resolution, beg respectively to solicit your Excellency's earnest attention to the following important points:—

1st.—It is notorious that the stock of provisions in the mining districts is utterly inadequate for the supply even of the present population, many individuals having been compelled to abandon their labours, and return to this and other ports, to obtain the common necessaries of life. Many settlers on this island are most anxious to carry supplies to their countrymen at the mines, but are prevented by the obstacles interposed by the Hudson's Bay Company, who have already seized goods to a considerable amount on their way up the river.

British Columbia.

We cannot, therefore, consider without serious apprehension the state of confusion and distress which must ensue when the vast numbers now swelling the tide of immigration shall have settled on these shores, should the present restrictions imposed upon trade by the Hudson's Bay Company continue in force.

2d.—We beg to draw your Excellency's attention to the great inconvenience that is suffered by all classes, and by the mining community in particular, for the want of a reliable steam communication between this port and the mining districts; a want which has already caused the loss of many valuable lives. Such a state of things is deplorable in this age, and the more to be regretted when we consider that the means of supplying this want are at hand, and freely offered, but are rejected by the exclusive policy of the Hudson's Bay Company.

It was with great satisfaction that the public heard that on the 5th instant your Excellency had given permission to the American steamers, "Surprise" and "Sea Bird," to carry passengers from this port up Fraser's River, but it heard with deep regret that this permission was given for one trip only.

3d.—We would especially point out for your Excellency's most serious consideration how highly injurious is this state of things to the interests and progress of this important Colony. Many British subjects have recently come here, anxious to make this their home, and have invested in property to a considerable amount, and numbers of their friends are only waiting their advices to follow; but they find their ardour damped and their operations checked by the monopolizing policy of the Hudson's Bay Company. In the meantime, thousands of our countrymen from California are daily passing this beautiful island to settle upon American soil, because they see no fair field offered for their enterprize under the British flag.

We feel assured that your Excellency will at once perceive that in bringing the objects of this memorial so prominently before you we are actuated solely by an earnest desire to advance the interests of this Colony, by providing for the welfare of settlers, and holding out inducements to early immigration, convinced that this is only to be obtained by the speedy adoption of the liberal measures embodied in the Resolution we have submitted.

Requesting that your Excellency will favour us with an early reply,

We have, &c.

Victoria, V. I.,
June 9, 1858.

(Signed by) James Yates.
(And five other persons.)

No. 4.

No. 4.

Copy of a DESPATCH from Governor Douglas to the Right Hon. Lord Stanley, M.P.

(No. 26.)

Victoria, Vancouver's Island,
June 15, 1858.
(Received August 9, 1858.)
(Answered, No. 8, August 14, 1858, page 47.)

My Lord,

1. In reporting the other day the result of my observations on the Gold Regions of Fraser's River, I omitted to mention several things which I ought to have communicated to you.

2. In consequence of that omission I have now to state that during my stay at the Falls of Fraser's River I appointed Mr. Richard Hicks, a respectable Englishman engaged in mining pursuits there, as Revenue officer for the district of Fort Yale, at a salary of 40*l.* a year, to be paid out of the Revenues of the country.

3. On the arrival of our party at "Hill's Bar," the white miners were in a state of great alarm on account of a serious affray which had just occurred with the native Indians, who mustered under arms in a tumultuous manner, and threatened to make a clean sweep of the whole body of miners assembled there.

4. The quarrel arose out of a series of provocations on both sides, and from the jealousy of the savages, who naturally feel annoyed at the large quantities of gold taken from their country by the white miners.

5. I lectured them soundly about their conduct on that occasion, and took the leader in the affray, an Indian highly connected in their way, and of great influence, resolution, and energy of character, into the Government service, and found him exceedingly useful in settling other Indian difficulties.

6. I also spoke with great plainness of speech to the white miners, who were nearly all foreigners, representing almost every nation in Europe. I refused to grant them any rights of occupation to the soil, and told them distinctly that Her Majesty's Government ignored their very existence in that part of the country, which was not open for the purposes of settlement, and they were permitted to remain there merely on sufferance; that no abuses would be tolerated; and that the laws would protect the rights of the Indian, no less than those of the white man.

7. I also appointed Mr. George Perrier, a British subject, as Justice of the Peace for the district of "Hill's Bar," and directed the Indians to apply to him for redress whenever any of them suffer wrong at the hands of white men, and also cautioned them against taking the law into their own hands, and seeking justice according to their own barbarous customs. BRITISH COLUMBIA.

8. I also appointed Indian magistrates, who are to bring forward, when required, any man of their several tribes who may be charged with offences against the laws of the country; an arrangement which will prevent much evil; but without the exercise of unceasing vigilance on the part of the Government Indian troubles will sooner or later occur.

9. The recent defeat of Colonel Steptoe's detachments of United States troops, consisting of dragoons and infantry, by the Indians of Oregon territory, has greatly increased the natural audacity of the savage, and the difficulty of managing them. It will require, I fear, the nicest tact to avoid a disastrous Indian war. Enclosure.

10. I transmit herewith a hand book and map of the Gold Region of Fraser's River, which will prove useful as a reference. Vide Appendix No.

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Lord Stanley, M.P., &c. &c.

Enclosure in No. 4. Enclosure in No. 4.

Extract from "*Pioneer and Democrat.*"

May 28th, 1858.

Washington Territory.

"Another Indian War.—Startling Intelligence. Defeat of Col. Steptoe. Fifty-three Men killed.

"JUST as we are getting our paper ready for the press (Thursday afternoon), an express arrived from the head-quarters of Col. Steptoe in the Simcoe Valley, with despatches for Lieut. Col. Casey, and letters to His Excellency Gov. M'Mullin, informing them of the defeat, on the 16th instant, at the first crossing of Snake River, about 30 miles above its junction with the Columbia, of the command of Col. S. The command consisted of five companies or 400 men. The Indians are reported as having been 1,500 strong, and composed of the Snake, Palouse, and other tribes. The action resulted in three officers and 50 men killed. Two of the officers killed are Capt. Wynders and Lieut. Gasden. The Indians took two howitzers which belonged to the command, and all but 60 pack animals. In fact, so complete is said to have been the rout, that the officer in command was compelled to fall back with the utmost precipitation. The battle took place while the regulars were in the act of crossing the river.

"Col. Steptoe had proceeded into the Snake country peaceably to treat with them, or proceed to hostilities, if necessary. The object of his visit was probably of a similar character with that of Major Haller, some three years since, and which resulted in a like unfortunate manner. Major H., our readers will remember, proceeded thence with a force of 104 men, and in a peaceable manner demanded the murderers of the emigrants of 1854. The result was, that instead of bringing to justice these depredators and murderers, he brought home the bodies of 22 of his command, killed or wounded, on litters."

No. 5. No. 5.

Copy of DESPATCH from Governor DOUGLAS to the Right Hon. Lord STANLEY, M.P.

(No. 28.) Victoria, Vancouver's Island, June 19, 1858.

(Received August 9, 1858.)

(Answered No. 8. August 14, 1858, page 47.)

MY LORD,

1. I FEAR the frequent and desultory nature of my Despatches will give you much trouble, but the pressure of business compels me to address you in this form.

2. Reports are continually arriving here confirmatory of the extent and value of the Fraser's River Gold Region; and Captain Stuart, of the Hudson's Bay Company's Service, has just reported the discovery of gold in the Cowetchin Valley, Vancouver's Island, on the authority of Indian testimony.

3. Another report has just been made officially by Mr. Brotchie, that he saw and examined the contents of a purse, containing about 20*l.* worth of gold dust, which an Indian had collected in Howe's Sound or Burrard's Canal, situated in the Gulf of Georgia, a little north of Fraser's River; a fact which adds force to the opinion expressed in the 18th paragraph of my Despatch No. 24.* of the 10th of June 1858, respecting the

* Vide page

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impression I entertained of the auriferous character of the country to the eastward of the Gulf of Georgia, as far north as Johnstone's Straits.

4. Your Lordship will not be surprised to learn that, under these circumstances, the gold excitement throughout this Colony, California, and Oregon continues unabated.

5. Crowds of people are coming in from all quarters. The American steamer "Commodore" arrived on the 13th instant from San Francisco with 450 passengers, and the steamer "Panama" came in yesterday from the same port with 750 passengers, and other vessels are reported to be on the way.

6 Two river steamers, the "Surprise" and "Sea Bird," both owned by American citizens, ply with passengers between this port and Fraser's River, the former having made her way up that stream as far as Fort Hope, one hundred ten miles from the sea. The miners by that means reach their destination with safety and despatch.

7. The quantity of gold collected by the Hudson's Bay Company up to the present time rather exceeds 10,000*l.* in value, and I saw during my recent excursion a large quantity of gold among the miners.

Enclosure.

8. I herewith forward, for your information, a copy of the terms on which it is proposed to allow steam vessels to ply upon Fraser's River, enforcing at once the Revenue laws of the empire, and respecting the trading rights of the Hudson's Bay Company.

9. Those terms are not exclusive, but open to acceptance by any parties, undertaking the performance of the proposed conditions. The object of all those measures is to give facilities to miners, and to secure the trade of the Gold Regions for our own country, as it will otherwise take the direction of the Columbia River into American Oregon.

10. We have commenced levying the duty on mining licences, all parties entering the river by the licensed steam vessels being required to pay one month's licence in advance. We have collected about 420*l.*; a Revenue that I will hold subject to your Instructions.

11. When Fraser's River, now greatly swollen, subsides, and the miners get fairly to work, I propose to appoint a Commissioner and Local Collectors for those dues, as soon as fit and proper persons to fill those offices can be found.

12. Mr. William A. G. Young, at present in Her Majesty's Service as Secretary for the Boundary Commission, is highly qualified in every respect for the office of Gold Commissioner, and I should be glad to obtain your permission to secure the services of that gentleman.

13. I have no doubt that your Lordship will send out a body of troops for the service of this Colony and the Fraser's River District.

14. The miners have applied to me for protection against the natives, and when that is accorded will have no hesitation in paying the licence duty; otherwise it will be paid with reluctance.

15. They have also applied to me for negotiable orders in payment of gold delivered to Government agents in the mines, and for the organization of a Postal System for the transmission of letters.

16. Will you kindly give me Instructions on those subjects herein referred to?

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Lord Stanley, M.P.,
&c. &c.

Enclosure in No. 5.

Enclosure in No. 5.

The AGENTS of the HUDSON'S BAY COMPANY agree to license one or more Steamers to ply from Victoria to and on Fraser's River, on the following terms:—

1st.—To receive and transport no goods to, on, or from Fraser's River except the goods of the Hudson's Bay Company, or such as they may permit to be shipped; and that for the transport of such goods that the freight do not exceed the following rates, viz.:—

Victoria to Langley - -	$ 10	per ton of 2,000 lbs. or 40 feet measurement.
Langley to Fort Hope -	$ 10	
Fort Hope to Fort Yale -	$ 5	

Return rates to be on the same scale.

2d.—To carry no passengers to or on Fraser's River who have not taken out a mining licence and permit from the Government of Vancouver's Island, and paid one month's advance thereon.

3d.—To pay head-money to the Hudson's Bay Company, at the rate of two dollars for each passenger proceeding into Fraser's River or taking passage from Fort Langley upwards. A settlement to be made at the end of each trip; an officer of the Hudson's Bay Company to be received on board without charge to attend to such business, if required by the Hudson's Bay Company.

4th.—That all vessels plying to or on the river be commanded and owned by British subjects.

5th.—That permits on said terms will be continued till expiry of the Company's licence of trade in the month of May 1859.

Vancouver's Island,
18th June 1858.

No. 6.

No. 6.

Copy of DESPATCH from Governor DOUGLAS to the Right Hon. Lord STANLEY, M.P.

(No. 29.) Victoria, Vancouver's Island, July 1, 1858.
(Received August 9, 1858.)
(Answered, No. 8. August 14, 1858, page 47.)

MY LORD,

1. SINCE I had last the honour of addressing you on the 19th instant, the excitement on the subject of the Fraser's River Gold Mines has been more than ever exhibited in the rush of people from all parts of the coast to this Colony.

The Custom-House books of this place show a return of—

19 steam ships,
9 sailing ditto,
14 decked boats,

which have entered at the port of Victoria since the 19th of May last, having 6,133 passengers on board, all either bound directly for Fraser's River, or proposing to settle at this place, with the view of entering into business connexions with parties at the mines.

2. The ascertained number of persons who had actually sailed from the port of San Francisco, with the intention of going into the Fraser's River mines, up to the 15th instant, was 10,573, and there was then no abatement in the demand for passages, every vessel being taken up as soon as advertised to sail for Vancouver's Island.

3. Those statements give a proximate idea of the number of persons at and on the way to Fraser's River from California and other more distant countries, but do not represent the increase of population derived from the United States territories of Washington and Oregon, through parties of adventurers who have entered the British Possessions by land. We are, therefore, led to the inference that this country and Fraser's River have gained an increase of 10,000 inhabitants within the last six weeks, and the tide of immigration continues to roll onward without any prospect of abatement

4. No complaints have been made as to the deportment of the emigrants, who, notwithstanding the weakness of the Colonial Executive, have been quiet and submissive to the laws of the country.

5. We continue successfully to enforce at this place the pre-payment of one month's licence fee, that is, the sum of five dollars, on all persons entering Fraser's River for the purpose of gold mining, for which a receipt is given in the accompanying form. Enclosure 1.

6. We have up to this day issued 2,221 such receipts at this place, and 304 more were issued by Captain Prevost, of Her Majesty's Ship "Satellite," when stationed off the entrance of Fraser's River, making a total issue of 2,525 licence receipts to as many respective miners; and we have thereby collected the sum of 12,625 dollars on account of the territorial Revenue, which I hold subject to your instructions.

7. I have lately received a communication from Mr. Travaillot, a gentleman who has resided for some months past in the Couteau Gold Diggings. He represents the country as exceedingly rich, and abounding in gold, fully to as great an extent as California in its better days.

8. The returns given in his report refer to "Morman Bar," in the bed of Fraser's River, six miles above the junction of Thompson's River, and state the produce as follows, viz.:—

	Dollars.
One rocker yielded in 8 days a quantity of gold dust equal in value to	830·0
A second rocker yielded in 12 days	800·0
A third rocker yielded in 5 days	248·0

9. The second table shows the yield procured from the "Dry Diggings," on the table land at the distance of 30 yards from the bed of Fraser's River, at the "Fountain," 64 miles above the junction of Thompson's River, and gives the following as the average

BRITISH COLUMBIA.

daily return of each of five rockers, employed there for seven days between the 1st and 7th of June instant:—

	Dollars. Cents.	
1st rocker - -	42·12	return per diem.
2d „ - - -	55·58	„
3d „ - -	37·69	„
4th „ - - -	46·58	„
5th „ - -	54·51	„

It may perhaps be necessary to explain, that the rocker is a machine for washing out gold made in the form of a child's cradle, and fitted with perforated plates of iron and transverse bars of wood to intercept the pieces of gold, in the process of washing.

Those referred to in the foregoing statement were worked by two white men, which gives a daily return ranging from 18 to 27 dollars to the man.

Enclosure 2.

10. Mr. Travaillot's report is important, in consequence of its being the first authentic information received of gold being discovered in the soil, apart from the river beds.

11. I have thus much pleasure in communicating for your information that every succeeding report tends to confim the belief as to the great value and extent of the auriferous deposits in this country.

12. I have appointed Mr. Travaillot Revenue officer for the District of Fort Dallas, or Forks of Thompson's River, and will authorize him to issue licences to miners, and to collect the legal fees in that District. The law must, however, be imperfectly executed until there be a military force placed at my disposal.

13. I will authorize Mr. Travaillot to raise and maintain a force of eight men for the service of Government, and to swear in all persons who take out mining licences as special constables, for the maintenance of law and order, granting to them also certain privileges in respect to mining claims, in order to secure their fidelity and attachment.

14. About two thirds of the emigrants from California are supposed to be English and French; the other third are Germans, and native citizens of the United States. There is no congeniality of feeling among the emigrants, and provided there be no generally felt grievance to unite them in one common cause there will, in my opinion, always be a great majority of the population ready to support the measures of Government.

I have, &c.

The Right Hon. Lord Stanley, M.P., &c. &c. &c

(Signed) JAMES DOUGLAS, Governor.

Enclosure 1 in No. 6.

Enclosure 1 in No. 6.

FORMS.

Victoria, 1858.

No.

Received from the sum of five dollars in payment of one month's Mining Licence, in advance.

FORM.

Not transferable.

No. 185

The bearer,

having paid to me the sum of twenty-one shillings, on account of the territorial revenue, I hereby license him to dig, search for, and remove gold on and from any such Crown lands within the Couteau and Fraser's River districts as shall be assigned to him for that purpose by any one duly authorized in that behalf.

This licence to be in force for three months, ending and no longer.

Received

Received

Received

Regulations to be observed by the persons digging for gold, or otherwise employed at the Gold Fields:—

1. This licence is to be carried on the person; to be produced whenever demanded by any commissioner, peace officer, or other duly authorized person.

2. It is especially to be observed that this licence is not transferable, and that the holder of a transferred licence is liable to the penalty for misdemeanor.

3. No mining will be permitted where it would be destructive of any line of road which it is necessary to maintain, and which shall be determined by any commissioner, nor within such distance around any store as it may be necessary to reserve for access to it.

4. It is enjoined that all persons on the gold fields maintain a due and proper observance of Sundays.

5. The extent of claim allowed to each licensed miner is twelve feet square, or 144 square feet.

6. To a party consisting of two miners, twelve feet by twenty-four, or 288 square feet.

7. To a party consisting of three miners, eighteen feet by twenty-four, or 432 square feet.

8. To a party consisting of four miners, twenty-four feet by twenty-four, or 576 square feet; beyond which no greater area will be allowed in one claim.

Conditions of Sufferance.

1st. That the owner of this boat does bind himself to receive no other goods on board but such goods as belong to the Hudson's Bay Company.

2nd. That the said owner also binds himself not to carry or import gunpowder, ammunition, arms, or utensils of war, except from the United Kingdom.

3rd. That he also binds himself to receive no passengers, except the said passengers do produce a gold mining licence and permit from the Government of Vancouver's Island.

4th. That the said owner also binds himself not to trade with Indians.

Enclosure 2 in No. 6.

Enclosure 2 in No. 6.

Copy of a Letter from Mr. Travaillot to Governor Douglas, dated Victoria, Vancouver's Island, 24th June 1858, with Enclosure.

Monseigneur,

Conformement à vos désirs j'ai l'honneur de vous envoyer ci-joint le net produit de quelques rockeurs installés sur la Rivière Fraser. Ayant moi-même pesé jour pour jour la poudre d'or retirée par les mineurs, je puis vous donner ces renseignements comme parfaitement authentiques.

Veuillez agréer, Gouverneur, l'expression de la haute considération avec laquelle j'ai l'honneur d'être

De votre Excellence
Le très humble et devoué serviteur,
(Signé) O. Travaillot,
C. L. C.

Morman Bar, Fraser's River, six milles au nord des Fourches Thompson's River.

Mois de Février 1858 : Un rockeur a donné, en 8 jours, 830 dollars.

„ „ Un second rockeur a donné, en 12 jours, 800 dollars.

Mars 1858 : Un troisième rockeur a donné, en 5 jours, 248 dollars.

Tableau indicant jour par jour le produit de 5 rockeurs établis à la Fontaine, 64 milles au nord des Fourches :—

Juin 1858.	1st Rockeur.	2nd Rockeur.	3rd Rockeur.	4th Rockeur.	5th Rockeur.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1	38	50	42	40	50
2	40	51	38	29	51
3	41	53	29	50	52
4	28	55	18	33	56
5	32	60	54	64	53
6	64	62	39	58	55
7	52	58	48	52	64
Totaux	295	389	268	326	381
Average par jour	42·12	55·58	37·699	46·58	54·41

Dans tous les travaux faits le mercure n'a jamais été employé, et conséquemment, vu l'extrême finesse de la poudre d'or, nul doute qu'un sixième ou moins a été perdu.

BRITISH COLUMBIA.
No. 7.

No. 7.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Lord STANLEY, M.P.

(No. 31.) Victoria, Vancouver's Island, July 26, 1858.
Received September 10, 1858.)
(Answered, No. 20, September 16, 1858, page 65.)

MY LORD,

Enclosure.

1. I HAVE the honour of transmitting herewith copies of correspondence with Captain Prevost of Her Majesty's Ship "Satellite," touching the enforcement of the Revenue laws and licence regulations applicable to Fraser's River.

2. Your Lordship will observe that he has on all occasions cordially responded to my demands, and given such aid and assistance in carrying out the views of this Government in preventing the lawless intrusion of foreign ships and people into Fraser's River as was consistent with the nature of his Instructions from Her Majesty's Government, and the demands upon his time of the special service on which the "Satellite" was detached to this coast.

3. In consequence, however, of the frequent, and, for the reasons before stated, necessary absence of the "Satellite" from Fraser's River, there have been many evasions of the law, by means of canoes and other small craft, which have stealthily entered and ascended Fraser's River without a Customs' permit or the pre-payment of a month's advance on the mining licence of each miner, as required by the existing regulations.

4. I therefore much regret that I have not a permanent force under my control, for the protection of the Revenue laws of the country, as they would in that case produce a return far exceeding the expense of maintaining such a force, besides upholding the moral influence of Her Majesty's Government.

5. The regulations we have established, and which we seek to enforce in the Fraser's River District, are only such as have reference to my Instructions from Her Majesty's Government, and to the rights of the Crown with respect to minerals in their natural place of deposit.

6. I will, for your Lordship's information, concisely enumerate the objects we wish to attain through those regulations:—

In the first place, I have distinctly, and to all applicants for land, refused the grant of any rights of occupation, in accordance with the Instructions from Mr. Secretary Labouchere, as detailed in his Despatch, No. 4. of the 1st February 1858, and also with with the view of presenting the confusion and numberless evils that have in all cases grown out of the practice of squatting on Crown lands, or the lawless occupation of a country;

2ndly. I have endeavoured to protect the trading rights of the Hudson's Bay Company as by law established;

3rdly. I have established the system of issuing licences for digging gold, the charge for each mining claim of 25 feet of river frontage, or 20 square feet of river bar or dry diggings, being fixed at 21*s.* or five dollars a month, the Revenue derived from this source being held for the benefit of the Crown.

There are also regulations respecting the draining of water ponds and working quartz veins which will, I trust, hereafter yield a large amount of Revenue for the Crown.

7. To carry those objects into effect I have appointed the following officers:—

Assistant Commissioners of Crown Lands.

O. T. Travaillot - -	Thomson's River.
Richard Hicks - -	Fort Yale.

Justice of the Peace.

George Perrier - -	District of Hill's Bar.

Revenue Officer.

William Henry Bevis - -	Fort Langley.

And others will be appointed as soon as fit and trusty persons can be found to fill those offices with credit and respectability.

8. I propose to pay those officers out of the Revenue raised in this country.

9. With the exception of the aid received from Her Majesty's Ship "Satellite" operating on the sea coast, I have had no military force whatever to employ in the interior of Fraser's River, which is now occupied by a population little short of 9,000

white miners, and hundreds of other persons are travelling towards the Gold Mines, and preparing to join them.

10. The country, nevertheless, continues quiet; and, notwithstanding our want of physical force, I have not scrupled in all cases to assert the rights of the Crown, and to enforce the laws of the land for the punishment of offences; and we have, thanks to the Almighty, encountered neither resistance nor opposition in the discharge of those sacred duties.

11. To supply the mining population of Fraser's River with food, we have licensed two American steam vessels to ply upon the waters of Fraser's River, and one of those vessels has succeeded in reaching the Falls, or Fort Yale, about one hundred and thirty miles from the discharge of the Fraser into the Gulf of Georgia.

12. The agents of the Hudson's Bay Company have laid in large quantities of mining tools and provisions for the use of the miners, which they supply at merely remunerative prices, greatly to the advantage and satisfaction of the mining population.

13. Notwithstanding the great number of people assembled in Fraser's River, it does not appear that there has been a large production of gold, as most of the river bars are still inundated: nevertheless the miners have unwavering faith in the richness of the country, and are in great spirits in anticipation of an early fall in the river.

14. I have accounts of 5,000 ounces of gold dust which have been actually exported from Fraser's River since the month of May last, and we have estimated that as much as half that quantity has been carried away in small quantities by return miners, comprising, as I believe, the whole export of gold dust for that period.

15. We are therefore led to believe that the miners are hoarding up their gold dust, either from not being in immediate want of supplies, or more probably from not knowing how to remit or where to place it in security, and for that reason, among many others, I am considering the ways and means of having their earnings conveyed to the sea coast under Government escort, and placing them in charge of a public treasurer, until they are called for by the depositors, the conveyance and other expenses to be defrayed by a charge on the deposits.

16. The advantages expected from that measure are manifold. We hope, for instance, to draw the gold by that means to this Colony, from whence, instead of being exported to other countries, it will find its way to England in return for our own home manufactures.

17. Another important object I have in view is the improvement of the internal communications of the country, which at present are, for all practical purposes, nearly inaccessible beyond Fort Yale, in consequence of a range of mountains running north and south, which there interpose an almost insurmountable barrier to the progress of trade.

18. To the eastward of that range of mountains the country is open, and comparatively level, and the construction of good roads would be a matter of easy accomplishment; in fact, it is even at present almost every where accessible for pack horses.

19. It is therefore evident that the construction of a good road through that mountain barrier, though passable in the first instance only for pack horses, would be of prodigious advantage to the country; and such a road might, I think, be carried through the valley of Harrison's River, at a moderate expense, to a point near the Great Falls of Fraser's River, to the eastward of the mountains in question, from whence the country is easy of access; and should no Instructions militating with that design be in the meantime received from Her Majesty's Government, I will probably make the attempt in course of the present summer.

20. I am not without cause looking forward most anxiously to receiving your Instructions respecting the plan of Government for Fraser's River. The torrent of immigration is setting in with impetuous force, and to keep pace with the extraordinary circumstances of the times, and to maintain the authority of the laws, I have been compelled to assume an unusual amount of responsibility. I trust, however, from the present hasty review of the reasons which have influenced my public measures, that they will meet with the approval of Her Majesty's Government.

The Victoria Gazette of the 24th instant, which I herewith transmit, will give much interesting information respecting the Gold Mines and other public matters.

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Lord Stanley, M.P.,
&c. &c.

British Columbia.

Enclosure 1 in No. 7.

Copy of Letter from Governor Douglas to James C. Prevost, Esquire, Captain H.M.S. "Satellite," dated Victoria, Vancouver's Island, 15th May 1858.

Sir,

I transmit herewith, for your information, copy of a Proclamation lately issued, in consequence of reported violations of the British territory by foreign boats and vessels, and of infringements of the chartered rights of the Hudson's Bay Company, warning all persons that such acts are contrary to law, and that whosoever takes part in them will be subjected to the penalties which the law denounces against such offences.

No military force being maintained by this Colony, I am under the necessity of calling upon you to furnish an effective force for the purpose of carrying out the measures proposed and set forth in my Proclamation, and generally to enforce obedience to the laws.

I have also to inform you that I propose leaving this Colony for a short time, on an excursion to the Falls of Fraser's River, for the purpose of inquiring into the state of the country, and ascertaining, as far as can be effected from personal observation, the character of the navigation to that point, subjects in respect to which Her Majesty's Government are especially desirous to obtain information; and I think it desirable that you should accompany me on that journey, and that the "Satellite" should proceed at the same time to Point Roberts, as an imposing display of force at that point will have a powerful moral effect, and prevent much future evil.

I have, &c.
(Signed) James Douglas,
Governor.

Copy of a Letter from James C. Prevost, Esquire, Captain H.M.S. "Satellite," to Governor Douglas, dated Esquimalt, 18th May 1858.

Sir,

I have the honour to acknowledge the receipt of your Excellency's Despatch of the 15th instant, transmitting for my information a copy of a Proclamation lately issued, in consequence of reported violations of British territory by foreign boats and vessels, and requesting, as there is no military force maintained by this Colony, that I will furnish an effective force for the purpose of carrying out the measures proposed; and informing me of your intention of leaving the Colony for a short time on an excursion to the Falls of Fraser's River, with the object of inquiring into the state of the country, and proposing that I should accompany you on that journey, and that the "Satellite" should proceed with us as far as Point Roberts, as you deem that an imposing display of force at that point will have a powerful moral effect, and prevent much future evil; and also forwarding for my information the copy of a letter which you have recently addressed to the Commander-in-Chief on the Pacific Station, in which the circumstances attendant upon the discovery of gold on Fraser's River, and the causes which have led to your present action, are more fully detailed.

In reply thereto I beg your Excellency will permit me to assure you, that under the peculiar circumstances in which you are placed, and the self-evident and urgent necessity that exists for the assertion and preservation of the rights of territory, I shall be most ready to co-operate with you in any way, and to afford you any assistance that I may be able, and that it may be within the limits of my power to grant; but, as your Excellency is aware, the "Satellite" is employed on a particular and special service, which has claims upon her prior to all others, and therefore the assistance I can at present render is very limited. For the next fortnight, however, the deviation of the ship from her particular duties will not be of any consequence, and therefore I am able to accede to your Excellency's requisition regarding the display of the ship at Point Roberts, and I shall be able to accompany you in person upon your proposed visit to the neighbourhood of the Gold Regions. I therefore propose to quit this anchorage to-morrow morning, and to proceed in the "Satellite" to Point Roberts, where I will await further communication from your Excellency.

I have, &c.
(Signed) James Prevost,
Captain H.M.S. "Satellite."

Copy of Letter from Governor Douglas to James C. Prevost, Esquire, dated Hudson's Bay Company's Steamer "Otter," off Point Roberts, 21st May 1858.

Sir,

I have further to communicate, for your information in respect to the enforcement of the Revenue laws in and about the entrance of Fraser's River, that it is my present intention to appoint Augustin Welling, now residing at Fort Langley, to the management and collection of the Customs for the district of Fraser's River, and the performance of all duties connected with that office. He will require the assistance of a well-appointed military force in support of his authority, as the British frontier is now violated by American vessels in the most open manner.

I have, therefore, in the Queen's name, to request that a detachment, sufficiently strong to maintain, if requisite, by force of arms, the authority of the laws, may be furnished from Her Majesty's ship "Satellite," now under your command, and directed to proceed without delay to Fort Langley, in tow of the Hudson's Bay Company's propeller "Otter."

I also herewith transmit, for your information, copy of a Despatch which I addressed to Rear-Admiral Baynes on the 12th of May last, which will further explain the motives which have induced me to make this requisition on you.

I have, &c.
(Signed) James Douglas,
Governor.

Copy of Letter from James C. Prevost, Esquire, Captain H.M.S. "Satellite," to Governor Douglas, dated Point Roberts, 22d May 1858.

Sir,

I have the honour to acknowledge the receipt of your Excellency's Despatch, dated Hudson's Bay Company's steamer "Otter," off Point Roberts, 21st May 1858, acquainting me of your intention to appoint a collector of Customs for the district of Fraser's River, and requesting that a detachment, sufficiently strong to maintain, if requisite, by force of arms the authority of the laws, may be furnished from Her Majesty's ship "Satellite," to support the collector in the exercise of his office, as the British frontier is now violated by foreign vessels in the most open manner.

2. In reply thereto I have to acquaint you, that I purpose to take my gig with me on our excursion up Fraser's River, and I have now ordered the launch of the "Satellite," with her crew, and a detachment of marines consisting of one non-commissioned officer and four privates, to be ready to accompany us as far as Fort Langley. The launch will be in the charge of Lieutenant Gooch of the "Satellite," and he will be instructed to pay due attention to any requisitions the collector of Customs may make to him.

3. I trust that the presence of this boat in the river will have the desired effect of preserving order, and that there will be no necessity to require her to have recourse to active measures for the enforcement of the law.

4. As I have already explained to your Excellency in my Despatch of the 18th instant, the "Satellite" has special duties to perform, and as for the execution of those duties, I am necessitated to return in the course of a fortnight to Vancouver's Island, I shall be obliged to withdraw the launch from Fraser's River upon the departure of the ship from Point Roberts.

I have, &c.
(Signed) James C. Prevost,
Captain H.M. Ship "Satellite,"
and Senior Naval Officer present.

Copy of Letter from James C. Prevost, Esquire, Captain H.M.S. "Satellite," to Governor Douglas, dated Esquimalt, Vancouver's Island, 9th June 1858.

Sir,

On the receipt of the last mail from England, upon my return to this anchorage, I find that the services of the "Satellite," in connection with the special duty upon which she is employed, are not likely to be called into requisition until about the end of the present month, I shall therefore, until that time, be ready to render you any assistance that I may be able in regard to the preservation of territorial rights and the maintenance of the laws, under the peculiar and unforeseen circumstances consequent upon the discovery of gold in Fraser's River, as alluded to in your Despatch of the 15th May 1858, and in my reply thereto of the 18th May.

I have, &c.
(Signed) James C. Prevost.
Captain H.M.S. "Satellite," and Senior Officer present at Vancouver's Island.

Copy of Letter from Governor Douglas to James C. Prevost, Esquire, Captain H.M.S. "Satellite," dated Victoria, Vancouver's Island, 14th June 1858.

Sir,

I have the honour to acknowledge the receipt of your letter of the 9th instant, informing me with reference to my letter to you of the 15th ultimo, and to your reply thereto of the 18th ultimo, that in consequence of the special duty upon which the "Satellite" is employed not requiring her services until about the end of the present month, you can until that time render me any assistance that you may be able in regard to the preservation of territorial rights and to the maintenance of the laws, under the circumstances consequent upon the discovery of gold in Fraser's River.

In reply thereto, I beg to offer you my best thanks for your ready co-operation, and I would therefore request you would be good enough to proceed again with the "Satellite" to the entrance to Fraser's River, for the purpose of continuing the beneficial moral effect which I have every reason to feel sure has already been produced by her former display at that point; and I have also to request you will again detach the launch of the "Satellite" to proceed to Fort Langley with sufficient force, and instructions to the officer in charge of her to render all necessary assistance to the officer of the Customs at that place should he experience any opposition to the discharge of his duties.

In making this requisition, I am fully aware of the unusual and great temptations to desert to which those employed will be exposed; and of its being almost more than can be expected, that men, with no greater inducements than the ordinary remuneration of the service, can under such circumstances wholly resist the exciting and wonderful tales which are to be everywhere heard, I am therefore endeavouring to establish a fund to meet the necessary expenses of the Revenue

British Columbia.

service, and out of that fund I hope to be able to make an allowance of as much as one dollar per diem to every person belonging to the "Satellite" who may be actually and actively employed in boats in Fraser's River assisting in the discharge of the duties devolving upon the Revenue service.

I remain, &c.
(Signed) James Douglas.
Governor, Vancouver's Island.

Copy of a Letter from James C. Prevost, Esquire, Captain H.M.S. "Satellite," to Governor Douglas, dated Esquimalt, Vancouver's Island, 14th June 1858.

Sir,

I have the honour to acknowledge the receipt of your Excellency's letter of this date, and in reply thereto beg to inform you that I shall be ready to proceed to-morrow morning with Her Majesty's ship under my command to the entrance of Fraser's River; but before quitting this anchorage in the ship, and before detaching the launch to Fort Langley, I am anxious distinctly to understand your Excellency's wishes, and to be in such a position as to prevent as far as possible any illegality of action on the part of those under my command, I beg therefore most respectfully to request your Excellency will be pleased to inform me whether you are desirous that, while the "Satellite" is lying off the entrance of Fraser's River, I should cause foreign boats and vessels to be prevented from proceeding up the river, unless provided with a sufferance from the Custom House at Victoria; and in such case I would request you would furnish me with the requisite authority for so doing, so that I could act under it should circumstances render such a course advisable. I have also to request your Excellency will supply me with a copy of the Instructions given to the Revenue officers in Fraser's River, so that I may give clear and definite orders to the officers I may detach to assist the Revenue officers in the maintenance of the same.

I have, &c.
(Signed) James C. Prevost.
Captain H.M.S. "Satellite," and Junior Naval Officer present at Vancouver's Island.

Copy of Letter from Governor Douglas to James C. Prevost, Esquire, Captain H.M.S. "Satellite," dated Victoria, Vancouver's Island, 15th June 1858.

Sir,

In reply to your letter of yesterday's date, referring to my letter of the same date, and requesting that before you leave Esquimalt for Fraser's River, and before the launch of the "Satellite" is detached to Fort Langley, you may be distinctly informed of my wishes, and be placed in such a position as to prevent any illegality of action on the part of those under your command, I have the honour to refer you to my letter of the 15th ultimo, transmitting to you a copy of the Proclamation which I issued on the 8th May 1858; and I have to request that you will hereby consider yourself duly and fully empowered to act to the best of your discretion and judgment to prevent any infringement of that Proclamation, and under such authority you will be justified in seizing and sending in for condemnation any foreign vessels that may be found in Fraser's River without proper papers and documents.

In reply to your further request, that you may be furnished with a copy of the Instructions given to the Revenue officers in Fraser's River, so that you may give clear and definite orders to the officers you may appoint to assist the Revenue officers in the maintenance of the laws, I beg to acquaint you that the Revenue officers are acting under the Revenue laws of the Empire, and under the law which secures to the Hudson's Bay Company the exclusive rights of trade, with reference to which they have no particular instructions, their course of action in following the requirements of the law being perfectly independent of me; but I have instructed them to carry out strictly the prohibitions of the before-mentioned Proclamation, and under that to seize all ships, boats, and vessels not being duly provided with a sufferance from the officer of Customs at Victoria, and a licence from the agent of the Hudson's Bay Company.

Canoes with miners, having only their mining tools, provisions, and necessary personal baggage, all being personal property, and not for purposes of trade, may be furnished with a pass and a licence receipt, obtainable at Fort Langley, upon the payment of the sum of five dollars for each of those documents.

I attach hereto copies of the forms of pass and licence receipt, and it would be a great benefit to Her Majesty's Service if you would be good enough to appoint some officer on board the "Satellite" to issue such documents in case of need, and to collect the sums due upon them. An allowance of five per cent. being granted by the Government in compensation for the trouble of so doing, and for furnishing a clear account of the passes and licences issued, and of the money received.

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

Form of Pass.

1858.

The bearer of this is permitted to pass up Fraser's River in having the undermentioned provisions and tools on board, all declared to be personal property and for personal use.

(Seal.) (Signature.)

COPY of LETTER from Governor DOUGLAS to Rear-Admiral BAYNES, Commander-in-Chief of Her Majesty's Forces in the Pacific, dated 12th May 1858. BRITISH COLUMBIA.

SIR,

I HAVE to acknowledge the receipt of your Despatch of the 27th of January last, informing of your appointment as Commander-in-Chief of Her Majesty's Naval Forces in the Pacific, and I received with much pleasure the assurance of your readiness and desire to attend to the suggestions I may from time to time have to make in furtherance of the Queen's Service.

I have very lately addressed a communication to the Right Honourable Secretary for the Colonies, directing his attention to the prodigious emigration of United States' citizens, and other foreigners, from California and Oregon, in consequence of the discovery of gold on Frasers' River within the British Possessions on this coast. * * * * *

To prevent the entrance of those people into the British territory is, perhaps, altogether impossible with any force that could be collected within a reasonable time; but what may be easily accomplished is,—to maintain the authority of the Government, to preserve the peace, to punish offences, and to enforce obedience to the laws, until Her Majesty's Government are in a position to take more decided steps for administering the Government of the country.

I therefore take the liberty of making application to you for a sufficient force to aid and assist in maintaining the Queen's authority, until further Instructions are received from England.

The "Satellite" and "Plumper" are both at present employed on this part of the coast, but being on special service I do not feel at liberty to tax them too severely for assistance, though I am convinced that both Captains Prevost and Richards will afford me every assistance in their power, but their means are limited.

I therefore think it highly necessary that the naval force in this quarter should be largely reinforced, especially as there is no limit to the possible amount of immigration into the Gold Region should the country prove productive; and I shall not be at all surprised if, in that case, there be an influx, in course of a few months, of twenty or thirty thousand people. I, as a matter of course, feel deeply anxious about the results which may arise in the altered circumstances of the country, and desirous of seeing such measures taken as may have the effect of protecting the interests of the British Crown.

I shall further address you from time to time as occasion may require.

With offers of our best service,

I have, &c.
(Signed) JAMES DOUGLAS,
Governor, Vancouver's Island.

No. 8.

COPY of a DESPATCH from Governor DOUGLAS to the Right Hon. Lord STANLEY, M.P. No. 8.

(No. 34.) Victoria, Vancouver's Island, August 19, 1858.
(Received, October 11, 1858.)
(Answered No. 30, October 16, 1858, page 69.)

MY LORD,

I HEREWITH transmit copy of a letter which I have lately received by Her Majesty's ship "Calypso," under the command of Captain Montresor, from Rear-Admiral Baynes, in reply to my communication to him of the 12th of May last, of which a copy was transmitted with my Despatches to your Lordship, informing Admiral Baynes of the large immigration of foreigners into this country and Fraser's River, and urgently recommending that the naval forces employed on this coast should be increased, with the view of protecting life and property, and maintaining the supremacy of the laws. Enclosure.

2. I infer from Admiral Baynes's letter that he cannot furnish any additional force; neither does it appear from his letter that he entertains any hopes of being able to aid or assist in protecting the country; so that I am left to depend upon the casual aid received from the "Satellite" and "Plumper," whose excellent Commanders, Captains Prevost and Richards, have merited my warmest thanks for their cordial and zealous co-operation in all the protective measures adopted by this Government.

3. The settlements on the sea-board require no other protection than those ships can afford; but a force is wanted for the service of the interior, which can be spared neither from the "Satellite" nor "Plumper," both being here on special service, the latter on the coast survey, and the former for the objects of the Boundary Commission.

4. There are now about 10,000 foreign miners in Fraser's River, and upwards of 3,000 of that number are profitably engaged in gold mining.

I have appointed Sub-Commissioners to mark out the mining claims, and to receive the duty of 21*s.* a month payable on each claim. Those officers require support, and the miners demand protection, while I have not a single man to detach to either of their assistance.

5. The affairs of Government might be carried on smoothly with even a single company of infantry; but at present I must, under Providence, depend in a great measure on

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personal influence and management; a position inconsistent with the dignity of the Queen's Government.

6. I therefore trust that you will take our case into consideration, and direct such reinforcements to be sent to this country as Her Majesty's Government may deem necessary.

7. My opinion of the value and extent of the Gold Region has undergone no change for the worse since I addressed you on the 10th of June last, and there is every prospect, under proper management, that the country will produce a large revenue for the Crown.

8. We have commenced the work of improving the internal communications of the country, as referred to in the 17th paragraph of my Despatch* No. 31. of the 26th of July last, a party of 500 men being now engaged in opening a road into Upper Fraser's River by the valley of Harrison's River.

* See page 22.

9. A stern wheel steam-vessel is now running to the upper extremity of Harrison's Lake, from whence we have commenced cutting a road through the forest on the left bank of Harrison's River and Lillooet Lake to connect Anderson's with Harrison's Lake, the total distance between those two points being about 80 miles of land carriage over a generally level country.

10. The men employed in that important enterprise are gold miners, composed of many nations, British subjects, Americans, French, Germans, Danes, Africans, and Chinese, who volunteered their services immediately on our wish to open a practicable route into the interior of the Fraser's River District being made known to the public. They, moreover, proffered their services on terms so peculiar in themselves, and so advantageous for the country, that it would have been unwise of me to decline them. Each man, for example, on being enrolled into the corps, paid into our hands the sum of 25 dollars, as security for good conduct. They receive no remuneration in the form of pay; the Government having merely to supply them with food while employed on the road, and to transport them free of expense to the commencement of the road on Harrison's Lake, where the money deposit of 25 dollars is to be repaid to them in provisions, at Victoria prices, when the road is finished. The cost of the work will therefore not be heavy, nor exceed our means of repayment out of the revenues of the Gold District.

11. The organization of the corps is simple, yet effective, it being divided into 20 companies of 25 men, and each company under the command of a Captain, who carries all orders into effect, reports to the Commander of the corps, and draws upon the Commissary for the weekly supplies of food.

An Engineer, with guides and Indians acquainted with the country, blazes the trees, and marks out the road, in advance of the main body.

12. I have lately received the most cheering accounts of the progress of the party, who were working assiduously, and had then cut through about 16 miles from the commencement of the road on Harrison's Lake, and will, I trust, carry it through with the same degree of spirit as they now exhibit.

13. The accompanying Map* of the country will more clearly show the direction of the road, and its connexion with Fraser's River beyond the coast range of mountains.

* See Appendix 1.

14. That route will be of the greatest advantage to the country, and, when opened, will form the commercial highway into the interior districts, there being little probability of the existence of any other practicable route from the sea coast.

15. A direct route from the head of Jarvis's Inlet (see Map) to the Lillooet lake is supposed to exist, and will be explored as soon as the mass of business now on my hands, is disposed of.

I have, &c.,

The Right Honourable Lord Stanley, M.P., &c. &c.

(Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 8.

Enclosure in No. 8.

SIR, "Ganges," at Callao, June 28, 1858.

I HAVE the honour of acknowledging the receipt of your Excellency's letter, dated the 12th of May last, respecting the emigration into Her Majesty's Possessions on the north-west coast of America of United States citizens and other foreigners from California and Oregon, in consequence of the discovery of gold on Fraser's River, a copy of which I forwarded to the Lords Commissioners of the Admiralty.

I have, &c.

His Excellency James Douglas, Esquire, Governor of Vancouver's Island.

(Signed) R. CAMPL. BAYNES, Rear-Admiral and Commander-in-Chief.

No. 9.

Copy of DESPATCH from Governor Douglas to the Right Hon. Lord Stanley, M.P.

(No. 35.)

Victoria, Vancouver's Island, August 27, 1858.

My Lord, (Received October 11, 1858, p. .)

1. Since I last addressed you on the 19th instant,* an alarming report reached this place of the murder of 42 miners by the Indians of Fraser's River, and I, in consequence, made a requisition on Major Hawkins, Her Majesty's Commissioner for determining the land boundary, for an officer and ten men, and for an equal force respectively on Captain Prevost of Her Majesty's ship "Satellite" and Captain Montresor of Her Majesty's ship "Calypso," so as to form a force of 33 officers and men to proceed with me to the scene of the disaster.

* Page 27.

2. That alarming report has since been contradicted in a Despatch from Mr. Hicks, Her Majesty's Sub-Commissioner of Crown lands for the District of Fort Yale, who states that two men only were killed by the Indians, instead of the larger number previously reported. I am nevertheless preparing for an excursion to Fraser's River, with a small military force of 35 men, composed of 15 Sappers and Miners furnished by Major Hawkins, and Lieutenant Jones with 20 Marines, kindly furnished by Captain Prevost of Her Majesty's Ship "Satellite."

3. Major Hawkins has decided on accompanying me to Fraser's River, and will command the military force.

4. The object I have in view by undertaking that journey is the enforcement of such laws as may be found necessary for the maintenance of peace and good order among the motley population of foreigners now assembled in Fraser's River, and also practically to assert the rights of the Crown, by introducing the levying of a licence duty on persons digging for gold, in order to raise a revenue for the defence and protection of the country.

5. The military force is absurdly small for such an occasion, but I shall use every exertion in my power to accomplish the great object in view, and to assert the rights of my country, in hopes that early measures will be taken by Her Majesty's Government to relieve the country from its present perilous state.

I transmit for your information the requisition I made on Captain Montresor, and his reply thereto.

Enclosure 1.

Enclosure 2.

I have, &c.

The Right Hon. Lord Stanley, M.P. (Signed) JAMES DOUGLAS,

&c. &c. &c. Governor.

Enclosure 1 in No. 9.

Enclosure 1 in No. 9.

Sir, Victoria, Vancouver's Island, August 24, 1858.

Intelligence has just been received here of an alarming collision between white miners and the native Indian Tribes of Fraser's River.

A sanguinary war of races, the inevitable consequence of a prolonged state of misrule, may plunge the Government into the most serious difficulties, unless steps be immediately taken to avert the evil.

I therefore propose to visit that country as soon as the necessary arrangements can be completed.

A military force is essentially necessary on that occasion, to represent and sustain the dignity of the Queen's Government; and I make this appeal to you, sir, in Her Majesty's name, for a detachment of one officer and ten marines from Her Majesty's ship "Calypso," to be placed at my disposal for that service.

I have, &c.

Captain Montresor, R.N., (Signed) James Douglas, Governor.

H.M. Ship "Calypso," Esquimalt.

Enclosure 2 in No. 9.

Enclosure 2 in No. 9.

Sir, Her Majesty's Ship "Calypso," Esquimalt,
Vancouver's Island, August 24, 1858.

In reply to the requisition I had the honour to receive from your Excellency this afternoon, I beg leave to state that my orders from the Commander-in-Chief give me no discretionary powers, as to prolonging my stay at Vancouver, and that, owing to the "Satellite" not having arrived at Esquimalt for some days after the "Calypso," I have already exceeded the stay I originally intended to make.

Under these circumstances, I deem it my duty to proceed to sea to-morrow morning. I have, however, consulted Captain Prevost as to the number of marines that can be spared from the

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"Satellite," and have recommended that an officer and 20 men should be placed at your disposal; and I have no doubt that on his receiving a similar requisition to that forwarded to, me Captain Prevost will consider it his duty to act as I have advised.

I have, &c.

His Excellency James Douglas, Esq., Governor, Vancouver's Island, &c. &c. &c.

(Signed) F. B. MONTRESOR, Captain Her Majesty's Ship "Calypso," and senior officer present at Vancouver's Island.

No. 10.

No. 10.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 37.) Victoria, Vancouver's Island, August 30, 1858.

(Received October 11, 1858.)

SIR, (Answered, October 14, 1858, page 67.)

Enclosure 1. Enclosure 2. Confidential.

I HEREWITH transmit, for the information of Her Majesty's Government, copy of the Instructions issued to the Assistant Gold Commissioner to be employed in Fraser's River, and also a Proclamation issued on the 25th instant, establishing Harbour Regulations, and for the regulation of boats and other small craft employed on the coasts of Vancouver's Island, which I trust may meet with the approval of Her Majesty's Government.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

Enclosure 1 in No. 10.

Enclosure 1 in No. 10.

INSTRUCTIONS TO ASSISTANT GOLD COMMISSIONERS.

1. You will on the first and following days of each month commence issuing licences in your district, receiving payment for the same in money or gold dust. You will commence at the portion of the diggings which is most convenient, marking out at the time of giving the licence the boundaries of each party, on the following scale, namely:

On every river, twenty-five feet frontage to each person licensed.

On every creek and ravine, twenty-five feet to either side of the stream or ravine to each person licensed.

On table land or river flats, constituting dry diggings, twenty feet square to each person licensed.

Those allotments are to be marked consecutively, where practicable; and you will enter in a book, in the form annexed (B.), the descriptions of the localities allotted, with the names of the parties. You will append to such book a rough chart of the ground, giving names, for the convenience of reference, to the more prominent portions of the ground.

2. You will be furnished with blank licences; and requisitions are to be made by you on the Colonial Storekeeper for such further licences as may be necessary, care being taken that your demand is made sufficiently early to enable that officer to forward them to you by the time they are required. You will fill up and deliver the licences to the parties at the Gold Fields, entering their names, and receiving the prescribed fees; and you will make half-monthly payments direct to the territorial Treasurer in of the amount collected by you for licences, accompanied by statements in duplicate of the particulars. You will also make a return to me of the number of licences issued, and the amount received, as well as of the number remaining of the blank licence forms.

For any expense which you may be authorized to incur, accounts should be rendered to me as early as practicable, and if found correct I will prepare a warrant authorizing payment of them to be made to the parties or their agents.

In such cases as it may be deemed expedient to make payment for any supplies earlier than can be done in this way, an advance will be made to you for the purpose, with the understanding that it will be adjusted by a certain time, to be named in your application for it, specifying the general objects for which it is required, and that you will be held responsible for the amount, until this has been done by the passing of the accounts for the expenditure at the Audit Office.

3. You will at the same time forward to me the monthly abstracts of the salaries of your Establishment, including authorized accounts for rations.

4. You will in all respects carry out the General Regulations, of which copies are annexed, reporting any temporary deviations which circumstances may render inevitable. You will especially report upon the applications made to you by companies or individuals under the 3rd and 7th clauses of the Regulations of the 13th July 1858, that the necessary steps may be at once taken to carry out their objects.

5. You will be furnished with a chest, for the security of gold and money received by you, and it is desirable that in your temporary absence the same should be given to the care of the serjeant of your party. You will take care that the barracks or tents are not at any time left without a sufficient guard, and you will keep a sentry on the ground at all times, day and night.

6. You will settle all disputes between licensed occupiers of the Gold Fields, visiting the spot in dispute with as little delay as possible. It is most desirable that every dispute should be instantly investigated and settled, that disputants may not have the temptation to redress their grievances themselves.

7. You will keep copies of all correspondence and accounts, reporting to me the particulars of the gold received by you, and sent by escort to or elsewhere.

8. You will keep me informed at all times with the particulars of the Gold Fields in your district, including the number of persons, the number licensed, and the general prospects of the place.

9. As soon as practicable you will divide your district into separate beats, assigning to each man a particular locality. By this means he will soon become acquainted with every person on his beat, and more readily detect unlicensed diggers.

Victoria, Vancouver's Island, July 1st, 1858.

(B.)

FORMS REFERRED TO IN PARAGRAPH 1.

Forks.	Names and Description.
No. 1.	Thomas James, Richard Doe, &c.
No. 2.	John Hinds, Robert Smith, &c.
No. 3.	William Trow, George Horin, &c,
No. 4.	&c. &c. &c.
Morman Bar.	
No. 1.	Thomas George, Robert Tom.
No. 2.	&c. &c. &c.
Great Falls.	
No. 1.	George Gray, Philip Jones.
No. 2.	&c. &c. &c.
Fountain.	
No. 1.	William Par, Thomas Quill.
No. 2.	George Robin, &c.

POLICE REGULATIONS.

Your Establishment will consist of six men; namely, a serjeant at one dollar and a half, and the remainder at one dollar per diem each, with rations (two shillings) and with clothing.

You will hold Courts of Petty Sessions at the place near to your head quarters, which may be proclaimed for that purpose on such days as shall be most convenient, giving sufficient publicity to the same.

You will carry out the general Police business of your district, taking especial care that drinking and gambling, and other disorders, are as much as possible put down. The serjeant of your party will also act as chief constable, and his duties will be those ordinarily belonging to such officers.

You will furnish me, monthly, with an account of the number of days on which Courts of Petty Sessions are held, and of the number of cases, and their result, distinguishing their several characters.

You will have the power of dismissing any of your party for drunkenness or other misconduct, reporting to me the circumstances.

Fort Langley, July 13, 1858.

GENERAL REGULATIONS FOR GOLD DISTRICT.

1. With reference to the Proclamation of his Excellency the Governor, bearing date the 28th day of December last, and to the notice from this office of the 30th of the same month, his Excellency directs it to be notified that the licences issued in accordance therewith, to dig, search for, and remove gold found in its natural place of deposit, will in future be limited in their operations to alluvial gold, whether consisting of dust, grain, scale, or lump gold, and will not extend to matrix gold, combined with quartz or any other rock remaining in its original bed or situation.

2. Previously to the working of any such matrix gold, notice must be given to and a written permission obtained from the Commissioner of the Gold District, who will require such security and make such arrangements for the protection of the public interests as he may deem necessary.

If the parties concerned fail to give the required notice or security, or to observe the conditions prescribed by that officer, all such matrix gold, and also all alluvial gold of every kind procured without due authority, will be seized as the property of the Crown, in whose possession soever it may be found, and the persons offending will render themselves liable to be prosecuted for the offence.

3. Persons desirous of working auriferous quartz veins may make application in writing to the Commissioner of the Gold District, accurately describing the locality. Such application shall be

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immediately recorded by such officer in a book to be kept for that purpose, which shall be open at all reasonable times for the inspection of applicants.

In case no previous application shall have been made as above directed, and should there be no valid objection to the proposal, the Commissioner shall notify to the applicant his acceptance of the same. The applicant shall then enter into a bond, binding himself and two or more sufficient sureties to the satisfaction of the Government, jointly and severally in the sum of two thousand pounds, to pay a royalty of ten per cent. on all gold obtained from any part of the land within the limits of his claim, to an officer to be appointed for that purpose by the Government. That rate will be computed on the actual produce, valued at 3*l.* 4*s.* per oz., if procured by separation only, and per oz. if by amalgamation.

He shall further be bound to permit such officer to reside on the land in the neighbourhood of the works, at such spot as may be assigned by the Commissioner, and also to give such officer access at all reasonable times to the buildings or premises, and to all books and accounts connected with the production of gold, also to give all necessary facilities for the collection of the royalty, daily or weekly, as may be found most desirable.

4. All buildings, machinery, or other improvements erected or made on the land shall be considered as additional security for the due performance of the conditions of the bond.

5. The above claim shall consist of half a mile of and in the course of the vein, with fifty yards reserved on each side of such vein for building and other purposes.

The right of cutting and using timber for building purposes or for fire-wood from adjacent Crown lands, as well as access to neighbouring water, shall also be conceded.

The duration of the claim shall be three years, which shall, however, be extended for such further period as upon receipt of instructions from Her Majesty's Government may be determined upon, having due regard to the interests of the party concerned. At the expiration of the term of their holding, or on the termination of their tenure sooner, by consent of the Government, the parties shall have liberty to remove all buildings, machinery, or other improvements erected or made by them, and a reasonable time shall be allowed for that purpose; provided always, that the conditions of the bond shall have been duly fulfilled.

6. A claim such as above shall be forfeited,—by the failure of the applicant to enter within a reasonable period into the required bond; by his neglecting to pay the prescribed royalty at the time and in the manner required by the bond; by his not employing at least twenty persons on such claim within six months of the acceptance of his application for the same; by his ceasing to employ that number of persons on the works for the period of one month thereafter; by obstructing the officer in the proper performance of his duty, or in any way violating the terms of the bond. Such vein shall then be open to selection by other parties.

7. Persons desirous of draining ponds or waterholes may make application in the mode above stated to the Commissioner or Assistant Commissioner of the Gold District, and shall be subject in all respects to the same regulations, with the exception that in the place of the payment of a royalty the applicants shall bind themselves to employ in each case the number of persons for whom the working of the claim would afford employment, as may be determined by the Government, on the report of the Commissioner, during the period of their occupation, and to take out a licence for every person so employed; and such claim shall be voided by the withdrawal of such number of persons from the work, unless in case of interruption by flood or other unforseen accident.

8. The persons undertaking to drain any such pond or watercourse will not, however, be compelled to employ that number of persons during their occupancy, as required by this notice. It will be sufficient that during such occupancy they pay for licences for the full number of persons so fixed.

9. Where more than one application shall have been made for any pond or waterhole previously to the publication of these regulations, or shall hereafter be made on the same day, such pond or waterhole shall be put up to tender, the advance being on the existing rate of the licence fee; and it will be understood that such advance shall be paid on any number of persons employed, in addition to the number before determined.

10. Persons occupying portions of the Gold Field by erecting temporary buildings, tents, &c., and carrying on business in any way, shall pay a fee of thirty shillings monthly for the use of land so occupied by them, and they are required to pay the sum on demand, and in advance, to the officer appointed to receive payment of licence fees.

11. Persons desiring of establishing claims to new and unoccupied ground, by working in the ordinary method for alluvial gold, may have their claims marked out on the following scale, namely:—

1. Twenty-five feet frontage on rivers to each person.
2. Twenty-five feet of the bed of a creek or ravine to each person.
3. Twenty feet square of table land or river flats to each person.

Every such claim shall be voided by the failure on the part of the claimant to work the same within ten days after the date of his acceptance; and persons found working on such or any other ground, without having previously paid the licence fee to the proper officer, shall pay double the amount for such licence, and in default be proceeded against in the usual manner.

The Commissioner or Assistant Commissioner is empowered to make such temporary regulations as may be necessary to prevent inconvenience to other licensed persons from the carrying on operations of the above nature.

By His Excellency's Command.

Issued at Fort Langley, this 13th day of July 1858.

Government House, Victoria, December 30, 1858. BRITISH COLUMBIA.

WITH reference to the Proclamation issued on the 28th of December, declaring the rights of the Crown in respect to gold found in its natural place of deposit within the Districts of Fraser's River and of Thompson's River commonly known as the Quaatlan, Couteau, and Shuswap countries,—

His Excellency the Governor has been pleased to establish the following provisional regulations under which licences may be obtained to dig, search for, and remove the same:—

1st.—From and after the 1st day of February next, no person will be permitted to dig, search for, or remove gold on or from any lands, public or private, without first taking out and paying for a licence in the form annexed.

2d.—For the present, and pending further proof of the extent and productiveness of the gold deposits, the licence fee has been fixed at twenty-one shillings per month, to be paid in advance; but it is to be understood that the rate is subject to future adjustment, as circumstances may render it expedient.

3d.—The licences can be obtained at Victoria, Vancouver's Island, until a Commissioner is appointed by His Excellency the Governor to carry those regulations into effect, and who will be authorized to receive the fee payable thereon.

4th.—Rules adjusting the extent and position of land to be covered by each licence, and for the prevention of confusion, and the interference of one licensed with another, will be regulated by the said Commissioner.

FORM OF GOLD LICENCE.

No. 185 .

The bearer , having paid to me the sum of twenty-one shillings on account of the territorial Revenue, I hereby license him to dig, search for, and remove gold on and from any such Crown land within the of as I shall assign to him for that purpose, during the month of 185 . This licence must be produced whenever demanded by me, or any person acting under the authority of the Government.

(Signed) *A.B.*, Commissioner.

Enclosure 2 in No. 10. Enclosure 2 in No. 10.

PROCLAMATION

By His Excellency JAMES DOUGLAS, Governor of Vancouver's Island and its Dependencies.

WHEREAS by law all mines of gold, and all gold in its natural place of deposit within the Districts of Fraser's River and of Thompson's River commonly known as the Quaatlan, Couteau, and Shuswap countries, whether on the lands of the Queen or any of Her Majesty's subjects, belong to the Crown:

And whereas information has been received by the Government that gold exists upon and in the soil of the said Districts, and that certain persons have commenced or are about to commence searching and digging for the same for their own use, without leave or other authority from Her Majesty:

Now I, James Douglas, the Governor aforesaid, in behalf of Her Majesty, do hereby publicly notify and declare, that all persons who shall take from any lands within the said Districts any gold, metal, or ore containing gold, or who shall dig for and disturb the soil in search of gold, metal, or ore, without having been duly authorized in that behalf by Her Majesty's Colonial Government, will be prosecuted, both criminally and civilly, as the law allows.

And I further notify and declare, that such regulations as may be found expedient will be prepared and published, setting forth the terms on which licences will be issued for this purpose, on the payment of a reasonable fee.

Given under my hand and seal, at the Government Office, Victoria, this twenty-eighth day of December in the year of our Lord One thousand eight hundred and fifty-seven, and in the twenty-first year of Her Majesty's reign.

God save the Queen.

No. 11. No. 11.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir. E. B. LYTTON, Bart.

(No. 39.)

Fort Hope, Fraser's River, September 9, 1858.

SIR, (Received Nov. 29th, 1858).

1. I HAVE to acknowledge the receipt of your Despatch (confidential) of the 1st of July last*, and observe with feelings of indescribable satisfaction that Her Majesty's Government approve of the measures which I conceived it necessary to resort to, in order to assert the dominion of the Crown over the Gold Districts of Fraser's River, and the rights of the Crown over the precious metals. Page 41.

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2. The measures subsequently taken with the view of introducing public order and government into the Gold Regions, and reported to you in my later communication, being part of the same general system, will, therefore, I feel assured, also meet with the support of Her Majesty's Government.

3. The latter, like the initiatory measures, were introduced under the pressure of necessity, without adequate means, and, therefore, necessarily imperfect; but in adopting them we had solely the great object in view of protecting British interests, and developing the resources of the Gold Regions.

4. It was necessary for that purpose that we should maintain a proper control over the mixed multitude that have literally forced an entrance into the British Possessions; that Americans and other foreigners should, on certain conditions, be admitted into the Gold Regions; that stocks of food should be thrown into those districts; that, for want of British Ships, foreign vessels should, as a temporary arrangement, be allowed, under a sufferance, renewable at the close of each voyage, to navigate the inland waters of Fraser's River, for the purpose of supplying the miners with food and clothing; that roads should be opened, to render the Gold Districts accessible to the miner and to the merchant; that Courts of Law should be established, and officers appointed for the administration of justice, the punishment of offences, and the protection of life and property; and that the powerful native Indian Tribes who inhabit the Gold Regions should be at once conciliated and placed under proper restraint.

5. All this I have attempted to do, and I trust that Her Majesty's Government will see in those attempts only a profound desire on my part to promote the interests of the Empire, without any admixture of other motives.

6. I have duly weighed the important communications made in your Despatch respecting the views of Her Majesty's Government on this country, and I will use every means in my power to carry them fully into effect.

7. I understand from those Instructions, that you do not deem it advisable to compel the miners to take out mining licences for the present, and that no obstacle whatever is to be opposed to their resort to Fraser's River; that the national right to navigate Fraser's River is a question which Her Majesty's Government deems it proper to reserve; and that you enjoin caution and delicacy in dealing with those manifest cases of international relationship and feeling which are certain to arise, and which, but for the exercise of temper and discretion, may easily lead to serious complications between two neighbouring and powerful States; and that, finally, I am directed to exercise whatever influence and power I may possess in the manner best calculated to give development to the country and to advance Imperial interests.

8. I have to inform Her Majesty's Government, that, as a general rule, the taking out of licences by the miners of Fraser's River has not yet been enforced, except to the extent of levying on each miner leaving Victoria for the Gold Diggings the sum of five dollars for one month's mining licence in advance.

9. The object of that payment was to assert the rights of the Crown, and at the same time to form a fund to meet the current expenses of the Government; and my reason for not sooner enforcing the taking out of licences was the fact that I have no direct authority from Her Majesty's Government to impose taxes in the Fraser's River District, as my Commissions from the Crown extend only to the Colony of Vancouver's Island and to Queen Charlotte's Island; and I, moreover, felt satisfied of the inability of the miners to pay the tax during the high stage of Fraser's River, when the auriferous bars were inundated, and the miners consequently lying idle and entirely out of employment.

10. The river is now falling rapidly, and the miners in many places are doing well, and are able to bear the tax, though, as a general rule, the great body of the mining population are still unemployed, or barely making money enough to pay for their living. We shall, therefore, in consequence of your recommendation, grant them a further respite until their mining claims become more productive, and they can afford to pay the regular licence duty for digging gold.

11. As there is, however, no other means open to me of raising a revenue for defraying the expense of the officers and police employed on Fraser's River, and of opening roads and other necessary expenses connected with that country, and being, moreover, exceedingly anxious to avoid drawing on the Imperial Treasury, and to make the country bear, as much as possible, its own burdens, I established a regulation, before my departure from Vancouver's Island, with the consent of the agents of the Hudson's Bay Company, authorizing the importation of foreign goods of all kinds into Fraser's River, at an ad valorem duty of 10 per cent., to be levied at Victoria, the proceeds of which

are to be exclusively applied to the service of Her Majesty's Government, and to meet the expenses of governing Fraser's River. BRITISH COLUMBIA.

This course appears in all respects advisable, the duty being a fair and equitable tax, easily collected, and bearing equally on the consumers. I therefore trust it will meet with the approval of Her Majesty's Government.

12. I have to observe, for the information of Her Majesty's Government, that all foreigners, and especially American citizens, who have visited Fraser's River since the commencement of the gold excitement, have been treated with kindness, and protected by the laws. The rights of the Crown, as well as the trading rights secured by statute to the Hudson's Bay Company, have been broadly asserted in my several Proclamations, with the object of maintaining British supremacy, by establishing a moral control over the masses of foreigners, who, under the false impression that the country was free, and open to all nations, and that we had no military force at our disposal, were rushing defiantly and without ceremony into Her Majesty's Possessions; and we succeeded by that means in securing respect and obedience to the law, at a time when a policy of concession would have been mistaken for weakness, and have proved injurious to British interests.

13. I may also remark, that the wants of the mining population in Fraser's River have been abundantly supplied, both in respect of food and the other necessaries of life, as the miners were allowed to carry with them from Victoria an unlimited supply of food, mining tools, and clothing, even to the extent of a six months' stock, for their personal use, so that they are not under the necessity of making purchases from the stores of the Hudson's Bay Company, though they frequently do so, in consequence of getting a better quality of goods at a lower price than can be procured from other parties. In short, I think I may venture to assert that the miners, as a body, are satisfied with the kindness they have received from the authorities since their arrival in the British Territory.

14. Being now engaged in visiting the various districts of Fraser's River, with the intention of reporting to you on their present state and condition, and being exceedingly busy with various matters of detail, I will bring my present Despatch to a close, after informing you that the mining population in this quarter continue quiet, orderly, and submissive to the laws.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 12.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton. Bart.

(No. 40.) Victoria, Vancouver's Island, September 29, 1858.

Sir, (Received November 29, 1858.)

I have the honour to acknowlege the receipt of your Despatch of the 1st of July*, marked "confidential," transmitting copy of a letter addressed to the Department over which you preside, by the Lords Commissioners of the Admiralty, informing you of the steps they proposed to take in consequence of the Gold Discoveries in Fraser's River; and you are pleased to add, for my particular information, that the officers commanding Her Majesty's Ships at Vancouver's Island would be directed to give me the fullest support, should the civil power require a force to maintain order among the adventurers resorting to the Gold Fields. Page 41.

You also recommend caution in employing such force, on account of the obvious danger of the desertion of the men.

I have on this occasion to assure Her Majesty's Government that the considerable powers so placed in my hands will not be misapplied, nor rendered subservient to the promotion of any interests other than those which with unbounded confidence they have intrusted to my charge.

Though so long and intimately connected with the Hudson's Bay Company, I have uniformly striven, during my administration of the Government of Vancouver's Island, to dispense equal justice to all its inhabitants, and to avoid even the suspicion, so allowable in the circumstances, of undue influence being used on my part in favouring the objects of the Hudson's Bay Company. I was cautious even about enforcing the laws in respect to the rights of that association, which has in fact exercised no right

BRITISH COLUMBIA.

nor enjoyed any privilege of trade or otherwise in this Colony that was not equally shared by every freeholder in the country.

Her Majesty's Government may also rely upon a proper and discreet use being made of the military and naval force at my disposal, and that it will not be called into action except in cases of extreme necessity; and also that all claims and interests will be rendered subordinate to the great object of peopling and opening up the new country, and consolidating it as an integral part of the British Empire.

I have given full consideration to your suggestion of inducing by conciliatory advances such of the American immigrants as appear to be respectable, and to possess influence with their fellow countrymen, to co-operate with me in preserving order; and I shall gladly avail myself of such aid, should it be at any time attainable.

* * * * * *

I beg further to remark, that I feel under great obligations to Captain Prevost of Her Majesty's Ship "Satellite," and to Captain Richards, commanding the "Plumper," for their cordial and unflinching support in every emergency; and you will confer a great favour by causing this testimony of their zeal to be communicated to the Lords Commissioners of the Admiralty.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 13.

No. 13. COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 42.) Victoria, Vancouver's Island, September 30, 1858.

SIR, (Received November 29, 1858.)

Page 42. 1. I have the honour to acknowledge the receipt of your Despatch No. 4*, of the 16th of July.

2. In the midst of the varied cares and anxieties that press upon me in the present conjuncture, it is no small consolation to learn from your Despatch that Her Majesty's Government feel assured of my zeal in the public service, and offer their firm support, in the performance of the arduous duties consequent on my present position; and I beg leave to say that I feel the value of that support, and deeply grateful for the confidence reposed in me.

3. I observe with satisfaction that Her Majesty's Government were engaged in conducting through Parliament a measure for the establishment of regular Government in the Gold Country, and were devising means for affording me the support of a military force.

4. I have perused your remarks, defining the extent of the powers conferred on the Governor of Vancouver's Island by the Royal Commission, and observe that you approve of the appointment of a revenue officer, to prevent the landing of prohibited articles in Fraser's River, and instruct me to maintain the principle, that the navigation of Fraser's River itself, above the mouth, is open to British vessels only, and that American or other foreign vessels, if admitted to navigate that river, should be required to take out a licence, your instructions on those points being in strict accordance with our present regulations.

5. I observe also from your Despatch, that the rights of trade made over to the Hudson's Bay Company are limited to the trade with the Indian tribes.

We have always hitherto given a more extended application to those rights, believing, from the circumstance of the country being inhabited by Indians alone, and from its not being open for settlement to white men, that the intention of Parliament in granting the licence was to make over the whole trade of the country to the Hudson's Bay Company.

6. That construction of the rights of the Hudson's Bay Company was strengthened by the following passage in his Grace of Newcastle's Despatch, No. 12, of the 22nd of October 1853, on which the proclamation issued on the 8th of May last was based.

"With regard to the third subject, the traffic of the Americans with the Indians, "you are of course aware that the Hudson's Bay Company are legally entitled to "this trade, to the exclusion of all other persons, whether British or foreign. You are, "therefore, clearly at liberty to take such steps as may have the effect of punishing "persons who infringe their rights. But I am of opinion that it would be prudent "previously to issue a Proclamation, warning all persons against the consequences "of such an infringement of the Hudson's Bay Company's rights, and also apprizing "foreigners that they are precluded from fishing within three miles of the shore."

7. We shall, however, in future, act upon your instructions, abrogating and amending without delay all existing regulations repugnant thereto. The Proclamation of the 8th of May was in fact virtually abrogated by later regulations, permitting, in the first place, the entrance of boats and vessels, under sufferance, and afterwards allowing the importation of all kinds of goods into Fraser's River, on the payment of an ad valorem duty on the goods of 10 per cent., as mentioned in the 11th paragraph of my Despatch No. 39*, of the 9th of September.

Page 33.

8. The object of that Proclamation, which, from the pressure of business, my Despatches have but imperfectly explained to Her Majesty's Government, was not solely to protect the interests of the Hudson's Bay Company, for in the circumstances of the country that was a simple impossibility, but I sought to establish thereby a legal control over the multitude of foreigners who were entering the country, and who, notwithstanding our precautions to the contrary, have been with difficulty restrained from taking possession of and occupying as squatters all the valuable land on Fraser's River. I felt that a step of that kind could not be legally carried into effect in my position as Governor of Vancouver's Island; but while holding that position, and representing, at the same time, the Hudson's Bay Company, I fancied that important public measure would violate no law, and therefore, from its evident necessity, meet with your approval and support.

9. The arrangement with the Pacific Mail Steam Ship Company, of which you disapprove, was never carried into effect; but the other foreign vessels employed on Fraser's River were likewise bound by the same conditions offered to that company. Those regulations have by subsequent changes fallen into disuse, insomuch as they are connected with the privileges or tend to promote the interests of the Hudson's Bay Company.

10. We shall forthwith discontinue the regulation requiring the prepayment of mining licences and head money on persons going to Fraser's River, in consequence of your instructions to that effect, and in all other respects we shall conform strictly to the instructions contained in your Despatch.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 14.

No. 14.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 43.)

Victoria, Vancouver's Island, October 11, 1858,

Sir, (Received Nov. 29th, 1858.)

1. I have the honour to acknowledge the receipt of your Despatch, No. 6*, of the 31st of July last, communicating the views which you entertain upon various topics of importance bearing upon the present situation of affairs and the establishment of a regular Government in British Columbia.

Page 44.

2. Though I regret that the pressure of public business, the want of efficient aid, and irregular mail facilities, have prevented me from communicating so fully with you as the position of affairs required, it is very gratifying to my feelings to discover, from the communication of those views in your Despatch, that the measures which have been adopted with the view of raising a revenue for defraying the expenses of Government in that country coincide so closely as they do with those recommended in your Despatch.

3. In consequence of the unexpected force of the immigration from the United States, and the pressure of the masses, we were compelled in the emergency, by a stern necessity, either to take the initiative, and to give a direction to the masses, or to submit to their dictation as to the measures which the Government had to pursue.

BRITISH COLUMBIA.

4. For that reason I had to act in many cases without delay, and without distinct legal authority, except that discretionary power derived from my Commission as Governor of Vancouver's Island, which I believe applies to all cases affecting the public interests not provided for in Her Majesty's Instructions.

5. In asserting the dominion of the Crown over the Gold Region, and the rights of the Crown over the precious metals, I felt that I was acting clearly according to constitutional law and usage; but I did not feel equally certain about the expediency or the power of enforcing those rights, by levying the licence duty on miners, in a remote and almost inaccessible country.

6. Being in urgent want of money to meet the unavoidably increasing expenditure of Government, consequent on the influx of people, I conceived it would be only proper to make them bear the cost of that expenditure, and that circumstance suggested the idea of levying a month's licence in advance on every person entering Fraser's River, with the condition, however, that the certificate of such payment would be received in compensation of the first month's mining on the claim assigned to the party holding it in Fraser's River; a measure which was immediately carried into effect, with the satisfactory results of creating a fund to meet our immediate expenses, and securing the support of a large body of miners, who, having paid the Crown dues, insisted that any such person as had evaded that payment should either comply with the Government regulation, or relinquish their mining claims, thus lending a prodigious moral power to the Government while enforcing the mining duty.

7. I have, however, from the first doubted the expediency of levying the duty on mining licences, which will always be an unpopular tax, besides being arduous and expensive to levy in a country so extensive and difficult of access as Fraser's River. I therefore much prefer to that tax the adoption of the views entertained in your Despatch, as a means of raising a revenue; that is, levying moderate duties on beer, wine and spirits, and other articles subject to taxation, this being in fact continuing the import duty of 10 per cent. ad valorem, at present levied on all goods imported into British Columbia.

8. The disposal of public lands and also of town lots, as suggested in your Despatch, will, I think, prove a prolific source of revenue, besides having the effect of opening the country for permanent settlement. In my late excursion to Fraser's River, of which I will soon forward an account, the most urgent appeals were made to me by intending settlers, on the prospect of approaching winter, for the purchase of town lots at Fort Yale and Fort Hope; but having no legal authority to make sales of land, or to grant sufficient titles, I could only meet their wishes by giving leases of the desired lots, at a monthly rent of 41 shillings, to be continued, with a pre-emption right to the holder, until the land is finally sold.

9. Since the arrival of your Despatch, I have sent Mr. Pemberton, the Surveyor-General, to lay out three several town sites on Fraser's River, namely, at

Old Fort Langley,
Fort Hope,
Fort Yale,

there being a demand at each of those places for town lots, in consequence of their position at important trading points of the River, which gives them a peculiar value in the estimation of the public.

10. The Surveyor has advertised a public sale at this place of town lots 64 × 120 feet, in extent at old Fort Langley, for the 20th of this month, October, the upset price to be 100 dollars for each lot of that size, and not to be sold for less than the upset price. Though this is not a propitious time for the disposal of town lots, it is expected that the Government will realize a considerable sum from that sale.

11. We also look forward to raising a considerable sum through the duty on licensed ale and beer houses, and also on trading licences, should it be considered judicious to continue such taxes.

12. I am anxious to save the present mail, and will therefore leave the subject of revenue until I can prepare a digested report on the subject, and have an opportunity of ascertaining, as you again have suggested, the sense of the immigrants upon so important a matter.

13. I will not fail to keep steadily in view the fact, that the Imperial Parliament will expect that British Columbia shall be self-supporting as soon as possible, and that it is the desire of the Mother Country that Representative Institutions and self-government should prevail in that Colony, as soon as the material for those institutions are shown to exist, and to that object we shall, as you recommend, aim and shape all our policy.

14. I observe also your intention of despatching a party of Royal Engineers for British Columbia, and the particular objects for which that force is to be despatched. The manner in which it is the wish of Her Majesty's Government that force should be employed, and the Government of British Columbia be carried on, are important subjects, to which I will give all the consideration which their vast importance requires.

15. I also observe your intention of sending out an experienced Inspector of Police, to assist in the formation of a police force, and I am convinced that he will be of great service to the Government, though we have already organized a force of that description, and also sworn in a number of special police, consisting of the inhabitants of Fort Yale, to be employed on emergencies in keeping the peace.

16. I shall not fail to give the fullest scope to your humane consideration for the improvement of the native Indian tribes, and shall take care that all their civil and agrarian rights be protected. I have in fact already taken measures, as far as possible. to prevent collisions between those tribes and the whites, and have impressed upon the miners the great fact that the law will protect the Indian equally with the white man, and regard him in all respects as a fellow subject. That principle being admitted will go far towards the well-being of the Indian tribes, and securing the peace of the country.

17. I shall also by every means in my power endeavour to secure the confidence of the inhabitants of British Columbia, and to attach them by the ties of interest to the existing Government.

18. I regret that time does not permit me to report to you more fully on this occasion, as the mail steamer has just arrived from Puget's Sound, and will leave at an early hour to-morrow; but Her Majesty's Government may rest assured that the Instructions I have received will be fully carried into effect, and that all our measures will be framed upon those Instructions.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Despatches from the Right Hon. Sir E. B. Lytton, Bart.

BRITISH COLUMBIA.

No. 1.

No. 1.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(Confidential.)

SIR, Downing Street, July 1, 1858.

IN transmitting you the copy of a letter addressed to this Department by order of the Lords Commissioners of the Admiralty, to inform me of the steps they propose to take in consequence of the gold discoveries on Fraser's River, I wish to add, for your particular information, that I have ascertained, by communication with the Admiralty, that the officers commanding Her Majesty's Vessels at Vancouver's Island will be directed to give you all the support in their power, and to render their crews, and more especially the Marines, serviceable, as far as circumstances will allow, if the Civil Government should require a force to maintain order among the adventurers resorting to the Gold Fields. But it will be necessary to be very cautious in employing them, on account of the obvious danger of desertion.

Enclosure.

Her Majesty's Government, feeling the difficulties and the critical nature of your present circumstances, have not hesitated to place these considerable powers in your hands; but they rely upon your forbearance, judgment, and conciliation to avoid all resort to military or naval force which may lead to conflict and loss of life, except under the pressure of extreme necessity. Still less need I impress upon you the importance of avoiding any act which directly or indirectly might be construed into an application of Imperial resources to the objects of the Hudson's Bay Company, in whose service you have so long been engaged. Even the suspicion of this, however unfounded, would be eminently prejudicial to the establishment of Civil Government in the country lying near the Fraser's River, and would multiply existing difficulties and dangers. All claims and interests must be subordinated to that policy which is to be found in the peopling and opening up of the new country, with the intention of consolidating it as an integral and important part of the British Empire.

It is possible that by personal influence and conciliatory communications with such of the leading men amongst the American immigrants as appear to be of good intention or respectable bearing, you might induce them to co-operate with you in preserving order amongst their countrymen, and to lay aside any feeling of prejudice or mistrust with which they may have entered the territory.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

Enclosure in No. 1.

Enclosure in No. 1.

SIR, Admiralty, June 28, 1858.

I HAVE received, and laid before my Lords Commissioners of the Admiralty, your letter of the 26th instant, with its enclosure, from the Governor of Vancouver's Island, relative to a steam vessel being stationed for the present at that island, to protect British interests, in consequence of the number of persons resorting to the recently-discovered Gold Fields in Her Majesty's Dominions in North-western America in the neighbourhood of Fraser's River.

My Lords desire me to state, for the information of Secretary Sir E. Bulwer Lytton, that orders will be sent to Rear-Admiral Baynes, the Commander-in-Chief of Her Majesty's ships on the Pacific Station, either himself to proceed to Vancouver's Island, or to select some senior officer to send thither, for the purpose of ascertaining whether the naval force already stationed there is sufficient for the support of the civil authority and the protection of British interests; and should the force not be considered sufficient, the Rear-Admiral will be instructed to send such addition as he may deem to be necessary.

I am, &c.

Herman Merivale, Esq., &c. &c. Colonial Office.

(Signed) H. CORRY.

BRITISH COLUMBIA.

No. 2.

No. 2.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 4.)

Sir, Downing Street, July 16, 1858.

I have to acknowledge your Despatch, No. 23. of the 19th May last,* enclosing a Proclamation which you had issued on the subject of boats and vessels entering Fraser's River for trade, and reporting further on the state of the Couteau Gold Diggings.

* Vide page 11.

The accounts which have reached Her Majesty's Government from other quarters as well as your own afford abundant evidence of the critical nature of the circumstances in which you are placed. They have much satisfaction in reflecting that the maintenance of public order and of the rights of the Crown in that quarter is placed in the hands of an officer so vigilant, and so well acquainted with the country and the people as yourself; and you may rely on their support in the performance of this arduous duty, under the very peculiar difficulties of your position.

They are now engaged in conducting through Parliament a measure for the purpose of giving the sanction of law to the steps which the Crown will be advised to take for the establishment of regular government, and protection both of the immigrants and the natives, as far as practicable; and they are also devising the means for affording you the support of a military force, as soon as this can be effected.

In the meantime I must lay down a few rules for your guidance in the administration of the authority which has thus devolved on you.

In strict law, your Commission extends to Vancouver's Island only; but you are authorized, under the necessity of the case, to take such measures, not inconsistent with the general rights of British subjects and others within Her Majesty's Dominions, as that necessity may justify.

I approve, therefore, of your having detached an officer of the Customs from Vancouver's Island (if the intention announced in your Despatch was carried into execution), for the purpose of preventing the landing in Fraser's River of articles prohibited under the Customs' laws to which you refer.

Subject to this restriction, Her Majesty's Government wish no obstacle to be interposed to the disembarkation of passengers and goods at the mouth of Fraser's River by foreign vessels.

But it is necessary to maintain the principle, that the navigation of Fraser's River itself above the mouth is open in law to British vessels only. American or other foreign vessels, therefore, if admitted to navigate that River (to which it is the desire of Her Majesty's Government that no unnecessary obstacles should be interposed), should be required to take a licence from yourself or such officer as you may delegate for the purpose.

But I must distinctly warn you against using the powers hereby intrusted to you in maintenance of the interests of the Hudson's Bay Company in the territory.

The Company is entitled, under its existing licence, to the exclusive trade with the Indians, and possesses no other right or privilege whatever.

It is, therefore, contrary to law, and equally contrary to the distinct instructions which I have to convey to you, to exclude any class of persons from the territory, or to prevent any importation of goods into it, on the ground of apprehended interference with this monopoly,—still more to make any Governmental regulations subservient to the Revenues or interests of the Company.

I am compelled, therefore, to disapprove, and to disallow if still in force, the Proclamation of which your Despatch transmitted a copy. To fit out boats and vessels to enter Fraser's River for trade is no "infringement of the rights of the Hudson's Bay Company," as that Proclamation terms it. Such infringement only commences when any trading with the Indians is attempted; and no steps can rightfully be taken to put a stop to legal acts of this description, on the ground that they may be intended for ulterior purposes, infringing on private rights. For the same reason, to require a "licence from the Hudson's Bay Company" of persons landing in the territory is altogether unjustifiable.

I am obliged, for the same reason, to disapprove of the terms which you have proposed to the Pacific Mail Company. They ought not to be put under terms to "carry the Company's goods, and no other;" nor ought they to be prevented from carrying persons not furnished with a gold miner's licence. Such licence can properly be required of intending diggers on the ground, but not of persons merely seeking to land on

the territory. Still less have the Hudson's Bay Company any right whatever to exact from passengers any fee or head money, by way, as you term it, of "compensation."

Should, therefore, the Pacific Mail Company have assented to these terms, I must nevertheless require their being altered according to the tenor of these instructions for the future.

I am fully aware that before this Despatch can reach you the state of things may have materially altered, and that some of these directions may have become inapplicable. Even in that case, however, they will serve as an indication of the general policy which it is the intention of Her Majesty's Government to pursue, and their wish that you should execute, in this emergency. I hope by the next mail to be able to add to these directions.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 3.

No. 3.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(Confidential.)

SIR, Downing Street, July 16, 1858.

MY public Despatch of this date will have shown you the high value which Her Majesty's Government attach to your services, and at the same time will guard you against some of the errors into which you may be led by your position as an Agent of the Hudson's Bay Company, while at the same time an officer of Her Majesty's Government.

I wish to inform you, confidentially, in addition, that a Bill is in progress through Parliament to get rid of certain legal obstacles which interpose to prevent the Crown from constituting a Government suited to the exigencies of so peculiar a case, over the territory now resorted to, according to report, by the multitudes whom the gold diggings on Fraser's River have attracted.

It is proposed to appoint a Governor, with a salary of at least 1,000*l.* per annum, to be paid for the present out of a Parliamentary vote. And it is the desire of Her Majesty's Government to appoint you at once to that office, on the usual terms of a Governor's appointment; namely, for six years at least, your administration of that office continuing to merit the approval of Her Majesty's Government; this Government to be held, for the present, in conjunction with your separate Commission as Governor of Vancouver's Island.

With regard to the latter, I am not at this moment able to specify the terms as to salary on which it may ultimately be held, but your just interests would, of course, not be overlooked.

The legal connexion of the Hudson's Bay Company with Vancouver's Island will shortly be severed by the resumption by the Crown of the grant of the soil. And their legal rights on the continent opposite terminates in May next, at all events, by the expiry of Her licence, if Her Majesty should not be advised to terminate it sooner on the establishment of the new Colony.

It is absolutely necessary, in their view, that the administration of the Government, both of Vancouver's Island and of the main land opposite, should be intrusted to an officer or officers entirely unconnected with the Company.

I wish, therefore, for your distinct statement, as early as you can afford it, whether you are willing, on receiving the appointment which is thus offered you, to give up, within as short a time as may be practicable, all connexion which you may have with that Company, either as its servant, or a shareholder, or in any other capacity.

I make this proposal without discussing at present the nature and extent of your actual connexions with that Company, but with the acquiescence of the Governor of the company, who has seen this Despatch.

In the meantime, and awaiting your answer, it is my present intention (liable only to be altered by what may transpire in future advices from yourself) to issue a Commission to you as Governor; but you will fully understand that unless you are prepared to assure me that all connexion between yourself and the Company is terminated, or in course of speedy termination, you will be relieved by the appointment of a successor.

BRITISH COLUMBIA.

I make this proposal briefly, and without unnecessary preface, being fully assured that you will understand, on the one hand, that Her Majesty's Government are very anxious to secure your services, if practicable, but, on the other, that it is quite impossible that you should continue to serve at once the Crown and the Company, when their respective rights and interests may possibly diverge, and when at all events public opinion will not allow of such a connexion.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 4.

No. 4.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 5.)

SIR, Downing Street, July 30, 1858.

I HAVE to inform you that Her Majesty's Government propose sending to British Columbia, by the earliest opportunity, an officer of Royal Engineers (probably a Field Officer with two or three subalterns), and a company of Sappers and Miners, made up to 150 men, non-commissioned officers and men.

I must trust to you to make such arrangements in the Colony for the reception of this party as you may deem necessary and suitable.

I shall provide the officer in command with general instructions for his guidance, of which you shall have a copy.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 5.

No. 5.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(Confidential.)

SIR, Downing Street, July 31, 1858.

As it is a matter of considerable importance, both to Her Majesty's Government and yourself, that there should be a perfect understanding as to the terms on which, if you should so decide, you would assume office under Imperial authority;

I think it right to state, as it was omitted on the last occasion, that besides relinquishing, directly or indirectly, all connexion with the Hudson's Bay Company, it will be indispensable to apply that condition equally to any interest you may possess in the Puget Sound Company.

It is most probable that you have understood the offer contained in my Confidential Despatch of the 16th instant in that sense; but I think it better now to guard against any possible misconception on the subject by this additional explanation.

It is due to you to add, that if, after reflection, you should entertain the persuasion that it will either not conduce to the public interests or your own to exchange your present position for that of Governor of British Columbia, the ability you have displayed whilst holding the office of Governor of Vancouver's Island will not escape the recollection of Her Majesty's Government, should it be your wish, on the expiration of the Hudson's Bay Company's licence next year, to enter into the service of the Crown in the Colonies.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 6.

No. 6.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 6.)

SIR, Downing Street, July 31, 1858.

THOUGH I expect shortly to have the honour of transmitting to you an Act passed by the Imperial Parliament, authorizing the establishment of a regular Government in the territory west of the Rocky Mountains, I will not lose the opportunity of this mail to

communicate to you the views which I entertain, for I am scarcely in a condition to furnish you with positive instructions upon certain topics of importance which bear upon your present situation.

1. I need hardly observe, that British Columbia, for by that name the Queen has been graciously pleased that the country should be known, stands on a very different footing from many of our early Colonial Settlements. They possessed the chief elements of success in lands, which afforded safe though not very immediate sources of prosperity. This territory combines, in a remarkable degree, the advantage of fertile lands, fine timber, adjacent harbours, rivers, together with rich mineral products. These last, which have led to the large immigration of which all accounts speak, furnish the Government with the means of raising a Revenue which will at once defray the necessary expenses of an establishment.

I am aware that in Queen Charlotte Island, where gold was discovered a few years ago, licence fees were contemplated; but the small quantity of gold which was worked there has not afforded any settled or fixed data as to the results of that experiment.

My own views lead me to think that moderate duties on beer, wine, spirits, and other articles usually subject to taxation, would be preferable to the imposition of licences; and I confidently expect that from these sources a large and an immediate revenue may be derived.

The disposal also of public lands, and especially of town lots, for which I am led to believe there will be a great demand, will afford a rapid means of obtaining funds applicable to the general purposes of the Colony. You will, probably, at an early period take steps for deciding upon a site for a seaport town. But the question of how a Revenue can best be raised in this new country depends so much on local circumstances, upon which you possess such superior means of forming a judgment to myself, that I necessarily, but at the same time willingly, leave the decision upon it to you, with the remark that it will be prudent on your part, and expedient, to ascertain the general sense of the immigrants upon a matter of so much importance. Before I leave this part of the subject, I must state, that whilst the Imperial Parliament will cheerfully lend its assistance in the early establishment of this new Colony, it will expect that the Colony shall be self-supporting as soon as possible. You will keep steadily in view that it is the desire of this country that Representative Institutions and self-government should prevail in British Columbia, when, by the growth of a fixed population, materials for those Institutions shall be known to exist; and that to that object you must, from the commencement, aim and shape all your policy.

2. I have informed you in my Despatch of 30th instant, that a party of Royal Engineers will be despatched to the Colony immediately. It will devolve upon them to survey those parts of the country which may be considered most suitable for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of Government, to point out where roads should be made, and to render you such assistance as may be in their power, on the distinct understanding, however, that this force is to be maintained at the Imperial cost for only a limited period, and that, if required afterwards, the Colony will have to defray the expense thereof. I have to add, that I am of opinion that it will be reasonable and proper that the expense of the survey of all allotments of land to private individuals should be included in the price which the purchaser will have to pay for his property. I shall endeavour to secure, if possible, the services of an officer in command of the Engineers who will be capable of reporting on the value of the mineral resources. This force is sent for scientific and practical purposes, and not solely for military objects. As little display as possible should, therefore, be made of it. Its mere appearance, if prominently obtruded, might serve to irritate, rather than appease, the mixed population which will be collected in British Columbia. It should be remembered that your real strength lies in the conviction of the emigrants that their interests are identical with those of the Government, which should be carried on in harmony with and by means of the people of the country. As connected with this subject, it may be convenient to you to know that I contemplate sending out an experienced Inspector of Police to assist in the formation of a Police force. You should consequently lose no time in considering how that force can be organized. It must be derived from the people on the spot, who will understand that for their preservation from internal disturbances they must rely solely on themselves, and not on the military. I cannot permit myself to doubt, that in a matter so essential to the common security of all you will meet with the ready concurrence of the community, and that you will act for their interests in a manner which shall be popular, and conformable with their general sentiments.

3. I have to enjoin upon you to consider the best and most humane means of dealing with the Native Indians. The feelings of this country would be strongly opposed to the

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adoption of any arbitrary or oppressive measures towards them. At this distance, and with the imperfect means of knowledge which I possess, I am reluctant to offer, as yet, any suggestion as to the prevention of affrays between the Indians and the immigrants. This question is of so local a character that it must be solved by your knowledge and experience, and I commit it to you, in the full persuasion that you will pay every regard to the interests of the Natives which an enlightened humanity can suggest. Let me not omit to observe, that it should be an invariable condition, in all bargains or treaties with the Natives for the cession of lands possessed by them, that subsistence should be supplied to them in some other shape, and above all, that it is the earnest desire of Her Majesty's Government that your early attention should be given to the best means of diffusing the blessings of the Christian Religion and of Civilization among the Natives.

4. In conclusion, I wish to impress upon you the necessity of seeking, by all legitimate means, to secure the confidence and good-will of the immigrants, and to exhibit no jealousy whatever of Americans or other foreigners who may enter the country. You will remember that this Colony is destined for free institutions at the earliest moment. In the meanwhile it will be advisable for you to ascertain what Americans resorting to the diggings enjoy the most influence or popular esteem, and you should open with them a frank and friendly communication as to the best means of preserving order, and securing the interests and peace of the Colony. It may be deserving your consideration whether there may not be found already amongst the immigrants, both British and foreign, some persons whom you could immediately form into a Council of Advice; men, whom, if an Elective Council were ultimately established in the Colony, the immigrants themselves would be likely to elect, and who might be able to render you valuable assistance until the machinery of Government were perfected, and you were in possession of the instructions which the Queen shall be pleased to issue for your guidance.

5. I shall hope to receive at an early period your views on these and other topics of importance which are likely to present themselves for your decision in the difficult circumstances in which you are placed, and I request you to be assured, on the part of Her Majesty's Government, that I shall be most ready to afford you every assistance in my power.

I have, &c.
(Signed) E. B. LYTTON.

Governor Douglas,
&c. &c.

No. 7.

No. 7.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 7.)

SIR, Downing Street, August 14, 1858.

*Vide page 1.

I HAVE to transmit to you, for information and guidance, copy of an Act* which has received Her Majesty's assent, entitled "An Act to provide for the Government of British Columbia."

There has not been as yet time to furnish you by this mail with the necessary Order in Council, Commission and Instructions to yourself as Governor, which are necessary in order to complete your legal powers.

You will continue nevertheless to act during the brief interval before their arrival as you have hitherto done, as the authorized representative of Her Majesty's Government in the territory of British Columbia, and take without hesitation such steps as you may deem absolutely necessary for the government of the territory, and as are not repugnant to the principles of British law; but you will do so in conformity with the directions which I transmit to you on several subjects by my Despatches of even date herewith, and in such others as you may receive from me.

I have, &c.
(Signed) E. B. LYTTON.

Governor Douglas,
&c. &c.

No. 8.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 8.)

Sir, Downing Street, August 14, 1858.

1. I have to acknowledge the very important series of Despatches of which the numbers and dates are specified in the margin, showing the manner in which you have continued to administer the Government of the territory in which the recent discoveries of gold have taken place, and detailing the extraordinary course of events in that quarter.

Nos 24, 10 June 1858,
„ 25, 15 „
„ 26, „ „
„ 27, 19 „
„ 28, „ „
„ 29, 1 July 1858.

2. Her Majesty's Government feel that the difficulties of your position are such as courage, judgment, and familiarity with the resources of the country and character of the people can alone overcome. They feel also that minute directions conveyed from this distance, and founded on an imperfect knowledge, are very liable to error and misunderstanding. On some points, however, you have yourself asked for approval and Instructions; on others it is absolutely necessary that the views of Her Majesty's Government should be made clear to you.

3. As to the steps which you have already taken, I approve of the appointments which you have made and reported, of Revenue officers, Mr. Hicks and Mr. Travaillot, of Mr. Perrier as Justice of the Peace, and of Mr. Young as Gold Commissioner. I approve also, as a temporary measure, of the steps which you have taken in regard to the surveying department; but I have it in contemplation to send to the Colony a head of that Department from England.

4. I propose selecting in this country some person for the office of Collector of Customs; and shall send you also, at the earliest moment, an officer authorized to act as Judge, and who, I trust, as the Colony increases in importance, may be found competent to fill with credit and weight the situation of Chief Justice. I await your intimations as to the wants and means of the Colony, in this sudden rise of social institutions in a country hitherto so wild, in order to select such law advisers as you may deem the condition and progress of immigration more immediately require. And it is my wish that all legal authorities connected with the Government should be sent from home, and thus freed from every suspicion of local partialities, prejudices, and interests.

5. I highly approve of the steps which you have taken, as reported by yourself, with regard to the Indians. It is in the execution of this very delicate and important portion of your duties that Her Majesty's Government especially rely on your knowledge and experience, obtained in your long service under the Hudson's Bay Company. You may in turn rely on their support in the execution of such reasonable measures as you may devise for the protection of the Natives, the regulation of their intercourse with the whites, and, whenever such a work may be commenced, their civilization. In what way the fur trade with the Indians may be henceforth carried on with the most safety, and with due care to save them from the demoralizing bribes of ardent spirits, I desire to know your views before you make any fixed regulations. No regulations giving the slightest preference to the Hudson's Bay Company will be in future admissible; but possibly, with the assent of the whole community, licences for Indian trade, impartially given to all who would embark in it, might be a prudent and not unpopular precaution.

6. I approve of the measures which you have taken for raising a Revenue by Customs, and authorize their continuance.

7. I approve also of your continuing to levy licence fees for mining purposes, requesting you, however, to adapt the scale of these fees to the general acquiescence of adventurers, and leaving it to your judgment to change this mode of taxation (as, for instance, into an export duty), if it shall appear, on experience, to be unadvisable to continue it. But on this head I must give you certain cautions. In the first place, no distinction must be made between foreigners and British subjects as to the amount per head of the licence fee required (nor am I aware that you have proposed to do so). In the second place, it must be made perfectly clear to every one that this licence fee is levied, not in regard to any supposed rights of the Hudson's Bay Company, but simply in virtue of the Prerogative of the Crown (now confirmed by the Act of Parliament transmitted to you, if this was necessary,) to raise such revenue as it thinks proper, in return for the permission to derive profits from the minerals on Crown lands.

8. Farther, with regard to these supposed rights of the Hudson's Bay Company, I must refer you, in even stronger terms, to the cautions already conveyed to you by my former Despatches. The Hudson's Bay Company have hitherto had an exclu-

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sive right to trade with Indians in the Fraser's River territory, but they have had no other right whatever. They have had no right to exclude strangers. They have had no rights of Government, or of occupation of the soil. They have had no right to prevent or interfere with any kind of trading, except with Indians alone. * * * * * * But to render all misconceptions impossible, Her Majesty's Government have determined on revoking the Company's licence (which would itself have expired in next May) as regards British Columbia, being fully authorized to do so by the terms of the licence itself, whenever a new Colony is constituted.

The Company's private property will be protected, in common with that of all Her Majesty's subjects; but they have no claim whatever for compensation for the loss of their exclusive trade, which they only possessed subject to this right of revocation. The instrument formally revoking the licence will shortly be forwarded to you.

9. With regard to the Revenue received from licences and Customs, you will hold it for the present to be expended on the necessary expenses of the Colony.

10. The immense resources which the information that reaches England every day, and is confirmed with such authority by your last Despatch, assure me the Colony possesses, and the facility for immediate use of those resources for the purpose of Revenue, will at once free the Mother Country from those expenses which are adverse to the policy of all heathful colonization. * * * * * * You will bear the principle I have thus laid down perpetually in mind, so as to apportion the Expenditure to the Revenue, and not to allow the former to exceed the latter.

11. The most important objects to which the local revenue can be applied would seem to be, police, public works to facilitate landing and travelling, payment of the absolutely necessary officers, and above all surveying. But your own local judgment must mainly decide. You will render accurate accounts to me both of receipts and expenditure, and you will probably find it necessary shortly to appoint a Treasurer, which will be a provisional appointment.

You are authorized, if you think proper, to give for the present Government receipts in lieu of deposits of gold.

As to this point I wish to have a more definite account of the nature of your proposal.

12. You are fully authorized to take such measures as you can for the transmission of letters and levying postage.

13. It appears by your Despatch that the staff of Surveyors you have engaged are at present employed on Vancouver's Island, the soil of which is as yet held under the expiring licence of the Hudson's Bay Company; but it is British Columbia which now demands, and indeed may almost absorb, the immediate cares of its Governor, and your Surveyor may at once prepare the way for the arrival of the Surveyor-General appointed from hence, and of the Sappers and Miners who will be under his orders.

14. I now come to the important subject of future Government. It is possible (although on this point I am singularly without information) that the operations of the gold diggers will be to a considerable extent suspended during the winter, and that you will, therefore, have some amount of leisure to consider the permanent prospects of the Colony, and the best mode of administering its affairs.

You will be empowered both to govern and to legislate of your own authority; but you will distinctly understand that this is as a temporary measure only. It is the anxious wish of Her Majesty's Government that popular institutions, without which they are convinced peace and order cannot long prevail, should be established with as little delay as practicable; and until an Assembly can be organized (which may be whenever a permanent population, however small, is established on the soil,) I think, as I have already stated in a former Despatch, that your best course will probably be to form some kind of temporary Council, calling in this manner to your aid such persons as the miners themselves may place confidence in.

15. You will receive additional directions along with your Commission, when forwarded to you; and I have embodied in a separate Despatch those regarding the very important question of the disposal of land.

16. Aware of the immediate demand, on your time and thoughts connected with the pressing question of the immigration to the gold mines, I do not wish to add unnecessarily to the burden of duties so onerous; but as yet our Department has been left singularly in ignorance of much that should enter into considerations of general policy, and on which non-official opinions are constantly volunteered. Probably, amongst the

persons you are now employing, and in whose knowledge and exactitude you can confide, you might find some one capable of assisting, under your superintendence, in furnishing me, as early as possible, with a report of the general capacities of the harbours of Vancouver,—of their advantages and defects,—of the mouth of the Fraser's River, as the site of the entry into British Columbia, apart from the island,—of the probabilities of a coal, superior for steam purposes to that of the island, which may be found in the mainland of British Columbia, and such other information as may guide the British Government to the best and readiest means of developing the various and the differing resources both of the island and the mainland; resources which have so strangely been concealed for ages, which are now so suddenly brought to light, and which may be destined to effect, at no very distant period, a marked and permanent change in the commerce and navigation of the known world.

The officers now engaged in the maritime survey will, probably, render great assistance to yourself and to Her Majesty's Government in this particular.

17. I will only conclude with the general caution, that inasmuch as your legal powers are as yet incomplete, it will be well that you should therein confine yourself as much as possible to the mere issue of regulations absolutely required, and not seek to carry into effect the Crown's general power of legislation, until fully authorized thereto.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 9.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 9.)

Sir, Downing Street, August 14, 1858.

Frequent inquiries are addressed to this Office on the subject of the disposal of land in British Columbia to companies or private individuals in this country. In consequence of the ignorance in which, from the peculiar circumstances of the case, I am placed as to your views on a subject of such great importance to the future welfare of this new Colony, I have forborne answering these inquiries, or encouraging expectations which might not be realized. It is therefore very necessary that you should, at your earliest convenience, communicate to me the impressions which you entertain on this subject, accompanied by all the information which you can collect.

In the meantime you will take the following Provisional Rules to guide you:—

1. With regard to the very important subject of the disposal of land, you are authorized to sell land merely wanted for agricultural purposes (whenever a demand for it shall arise) at such upset price as you may think advisable. I believe that a relatively high upset price has many advantages; but your course must, in some degree, be guided by the price at which such land is selling in neighbouring American territories. But with regard to land wanted for town purposes (to which speculation is almost certain to direct itself in the first instance), I cannot caution you too strongly against allowing it to be disposed of at too low a sum. An upset price of at least 1*l.* per acre is in my opinion absolutely required, in order that the local Government may in some degree participate in the profit of the probable sales, and that mere land jobbing may be in some degree checked. Whenever a free Legislature is assembled, it will be one of its duties to make further provision on this head.

2. To open land for settlement gradually; not to sell beyond the limits of what is either surveyed or ready for immediate survey, and to prevent, as far as in you lies, squatting on unsold land. Mineral lands will require a special care and forethought, and I request your views thereon.

3. To keep a separate account of all Revenue to be derived from the sale of land, applying it to the purposes for the present of survey and communication, which, indeed should be the first charge on the Land Revenue; and you will of course remember that this will include the expense of the survey party (viz. Sappers and Miners) now sent out. I shall be anxious to receive such accounts at the earliest period at which they can be furnished,

4. Foreigners, as such, are not entitled to grants of waste land of the Crown in British Colonies. But it is the strong desire of Her Majesty's Government to attract to this territory all peaceful settlers, without regard to nation. Naturalization should,

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therefore, be granted to all who desire it, and are not disqualified by special causes; and with naturalization the right of acquiring Crown land should follow.

5. You will pardon me if I enjoin on you, as imperative, the most diligent care that in the sales of land there should not be the slightest cause to impute a desire to show favour to the servants of the Hudson's Bay Company. Parliament will watch with jealousy every proceeding connected with such sales; and I shall rely upon you to take every precaution which, not only impartial probity, but deliberate prudence, can suggest, that there shall be no handle given for a charge, I will not say of favour, but of indifference or apathy to the various kinds of land jobbing, either to benefit favoured individuals or to cheat the Land Revenue, which are of so frequent occurrence at the outset of colonization, and which it is the duty of Her Majesty's Government, so far as lies in them, to repress.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 10.

No. 10.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(Separate.)

SIR, Downing Street, September 1, 1858.

I HAVE the honour to introduce to you Captain Parsons, the bearer of this Despatch, who, in pursuance of the intention which I have already communicated to you, has been directed to repair to British Columbia, accompanied by twenty non-commissioned officers and men of the Royal Engineers.

I need scarcely observe to you that the object for which this officer and his party have been detached to British Columbia is for the exclusive service of that Colony. You will, therefore, afford him every assistance in your power for enabling him to commence immediately such operations in it as shall appear to him to be necessary, in anticipation of the arrival of his commanding officer, Colonel Moody, R.E., who will follow him with as much rapidity as is practicable. And I trust that if Captain Parsons should require the temporary occupation for his party of the trading posts up the country which belong to the Hudson's Bay Company, you will take measures for affording him such accommodation.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 11.

No. 11.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 1.)

SIR, Downing Street, September 2, 1858.

I HAVE the honour to transmit to you herewith the Queen's Commission* under the Great Seal, constituting and appointing you to be Governor and Commander-in-Chief in and over the Colony of British Columbia and its Dependencies, together with Instructions† under the Royal Sign Manual and Signet for your general guidance in the administration of the Government of the Colony.

*Commission, dated 2d September 1858, vide page 3.

†Instructions dated 2d September 1858, vide page 5.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 12.

No. 12.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 2.)

SIR, Downing Street, September 2, 1858.

I HAVE the honour to transmit herewith, for your information and guidance, the copy of an *Order made this day by Her Majesty in Council, by which you are

Order in Council, dated 2d September 1858, vide page 8.

empowered (subject to the conditions therein mentioned) to make provision for the administration of justice, and to establish all such laws as may be necessary for the peace, order, and good government of the Colony of British Columbia. BRITISH COLUMBIA.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON

No. 13. No. 13.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 3.)

SIR, Downing Street, September 2, 1858.

REFERRING to my Despatch No. 8. (Vancouver's Island) of the 14th ultimo, I transmit to you, herewith, the Queen's revocation* of the Crown Grant of the 30th of May 1838, to the Hudson's Bay Company, in so far as the said Grant embraces or extends to the territories comprised within the Colony of British Columbia. * Vide page 9.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 14. No. 14.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 5.)

SIR, Downing Street, September 2, 1858.

I TRANSMIT, for your information, copies of a correspondence between this Department and the Board of Admiralty, on the subject of affording Naval assistance to British Columbia. Enclosure 1. Enclosure 2. Enclosure 3.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

Enclosure 1 in No. 14. Enclosure 1 in No. 14.

SIR, Downing Street, August 11, 1858.

I AM directed by Secretary Sir Edward Bulwer Lytton to acknowledge your letter of the 4th instant, transmitting copies of letters from the Commander-in-Chief of Her Majesty's Naval Forces in the Pacific, dated the 25th June, and from Governor Douglas, of the 12th May preceding, on the subject of affording Naval assistance to British Columbia.

I am to request that you will inform the Lords Commissioners of the Admiralty that Sir Edward Lytton attaches the greatest importance to the presence of a naval force, with as many Marines as can be conveniently spared, off Fraser's River, and that he hopes it may be in the power of their Lordships to meet his views in this respect.

I am, &c.

The Secretary to the Admiralty. (Signed) H. MERIVALE.

Enclosure 2 in No. 14. Enclosure 2 in No. 14.

SIR, Admiralty, August 16, 1858.

WITH reference to your letter of the 11th instant, stating that the greatest importance is attached to the presence of a naval force, with as many Marines as can be spared, off Fraser's River, I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, for the information of Secretary Sir Edward Bulwer Lytton, a copy of a letter which has been this day addressed to Rear-Admiral Baynes upon the subject.

I am, &c.

Herman Merivale, Esq., &c. &c., Colonial Office. (Signed) W. G. ROMAINE.

British Columbia.

Sub-Enclosure to Enclosure 2 in No. 14.

Sub-Enclosure to Encl. 2 in No. 14.

Sir, Admiralty, August 16, 1858.

I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter, dated the 11th instant, from Her Majesty's Under-Secretary of State for the Colonies, stating that the greatest importance is attached to the presence of a naval force off Fraser's River; and with reference to former orders upon this subject, and to the observations in your letter of the 25th June, "that you cannot, without distressing other parts of your station, keep a greater "force than the 'Satellite' and 'Plumper' at Vancouver's Island," my Lords desire me to inform you that the presence of a force, as referred to in the Colonial Office letter, herewith forwarded to you, is to be considered by you as a more pressing and important service than any other on your station of which they are cognizant.

Having this day received letters from Captain Prevost respecting the recent discoveries of gold at Fraser's River, British Columbia, dated the 17th June last, my Lords deem it important to repeat the expression of their opinion, that every possible assistance, which the means at your disposal will permit, should be given to support the authority of the Governor of the Hudson's Bay territory, and to correct the irregularities which, if not checked, may lead to serious complications.

I am, &c.

Rear-Admiral Baynes, C.B., Valparaiso. (Signed) W. G. Romaine.

Enclosure 3 in No. 14.

Enclosure 3 in No. 14.

Sir, Downing Street, August 20, 1858.

I am directed by Secretary Sir E. B. Lytton to acknowledge your two letters of the 16th of this month, the one transmitting copy of communication received from Captain Prevost of the "Satellite," the other, copy of the letter addressed by command of the Lords Commissioners of the Admiralty to Rear-Admiral Baynes, on the subject of affording the necessary protection to the local Government in Vancouver's Island, and the region termed in your letter the Hudson's Bay Territory, now the Government of British Columbia; and I have to express Sir E. B. Lytton's sense of the value of the directions thus given by their Lordships in the present crisis, and of the importance of continuing the vigilance now directed towards that quarter.

I am, &c.

The Secretary to the Admiralty. (Signed) H. Merivale.

No. 15.

No. 15.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 6.)

Sir, Downing Street, September 2, 1858.

I have to acquaint you that directions were sent by the Overland Mail of the 25th ultimo to Rear-Admiral Sir Michael Seymour, to despatch H.M.S. "Tribune" to Vancouver's Island, with as many supernumerary Marines as she can carry and he can spare.

The Lords Commissioners of the Admiralty have further apprised me that the Admiral was instructed, in May last, to send H.M.S. "Pylades" and "Amethyst" to the Pacific Station, as soon as their services in India and China might be no longer required, and that he has now been ordered to send the two ships in the first instance to Vancouver's Island.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 16.

No. 16.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 7.)

Sir, Downing Street, September 2, 1858.

Enclosure 1.
Enclosure 2.
Enclosure 3.
Enclosure 4.

I transmit for your information copies of a correspondence between this Department and the War Office, which will place you in possession of the measures which have been taken for sending to British Columbia a detachment of the Royal Engineers under the command of a field officer.

British Columbia.

Enclosure 5.

Colonel Moody has been appointed to this command, and has also been selected for the office of Chief Commissioner of Lands and Works in British Columbia; and I transmit a copy of the instructions which have been addressed to Colonel Moody with reference to the discharge of his duties in that capacity, and specifying the amount of regimental pay and Colonial allowances to which he and the commissioned and non commissioned officers and Sappers of the detachment are entitled.

I may further observe, that a ship has been chartered, and is in course of preparation for the conveyance of the larger portion of this detachment by the Horn; but as the passage will consume nearly four months, and it is desirable that you should have the assistance and support of a part of this body without delay, both to represent the military force of this country and to facilitate those surveying and engineering operations which it may be expedient to commence forthwith, I have made arrangements for the despatch of 20 men and an officer by the steamer which leaves this country for Panama on the 2d of next month.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

Enclosure 1 in No 16.

Enclosure in No. 16.

Sir, Downing Street, July 13, 1858.

I am directed by Secretary Sir E. B. Lytton to request that you will call the attention of Secretary Major-General Peel to the urgent necesity which appears to exist for affording the assistance of a military force to the civil power in Vancouver's Island and on the opposite coast of North America, under the circumstances detailed in the annexed correspondence relative to the discovery of gold in the Fraser's River District just presented to Parliament.*

The Crown will be advised to constitute immediately a Colonial Government for the Fraser's River District, in connexion, as far as this may be practicable, with that already established in in Vancouver's Island. There are one or two of Her Majesty's vessels of war at that island, and this naval force will probably be soon augmented. But it appears to Sir E. B. Lytton that there should be in addition a number of soldiers (say from one hundred to one hundred and fifty), who should, on the Governor's requisition, be marched inland, if there should be occasion for their presence, to obviate the collisions which may be expected between the diggers for gold and the Indians.

Secretary Major-General Peel will be best able to determine in what manner this force should be furnished; whether, for example, by moving the detachment now established on the Red River in North America, where their presence does not seem now to be required, or from the West Indies or elsewhere.

I am, &c.

The Under Secretary for War, &c. &c.

(Signed) H. Merivale.

Enclosure 2 in No 16.

Enclosure 2 in No. 16.

Sir, Downing Street, August 3, 1858.

In acknowledging the receipt of your letter of the 27th ultimo, stating that a party of non-commissioned officers and men of the Royal Engineers will be held in readiness for British Columbia, I am directed by Secretary Sir E. B. Lytton to request that you will observe to Secretary Major-General Peel, that in the selection of the field officer for the command of this detachment, it will be of inestimable value to the prosperous foundation of the settlement that the choice should devolve on a man of good judgment, possessing a knowledge of mankind; for in the difficult situation in which the officer administering the Government of this new Colony will be placed at first, he will find it of great advantage to be able to resort to an adviser on whom he can rely for a sound and disinterested opinion. I am to explain that the object for which this party of Royal Engineers is sent to British Columbia is not solely military, though circumstances may compel it to act in that capacity, but for practical and scientific purposes; that it will be required to execute surveys in those parts of the country which may be considered most eligible for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of Government and for a sea-port town, to point out where roads should be made, and to render such general aid to the Governor as may be within its competency. The officer administering the Government has been distinctly apprized that this Engineer force will be maintained at the charge of the Imperial Treasury for only a limited period; that if required beyond such period, the Colony will be called upon to defray the expense,

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* Vide Papers presented to both Houses of Parliament by Command of Her Majesty, 2nd July 1858.

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and that the cost of surveys of lands for private individuals must be borne by the purchasers themselves, and be included in the price of the land.

Sir E. Lytton desires me to state that it would be very desirable if amongst this party there were one or two persons possessing a knowledge of mineralogy, and capable of reporting upon the gold, and especially upon the subject of the local resources which Sir Edward has been informed exist in the Colony. I am to request that the officer commanding the Engineers may be instructed that as little display as possible should be made of this military force; that it is the desire of Her Majesty's Government that the immigrants should learn that their interests are identical with those of the Government, which should be carried on in harmony with and by means of the people of the country; and that therefore they are not to rely upon the military as a force for the maintenance of peace and order amongst themselves, or amongst the Native Indians.

Sir E. Lytton considers it indispensable, that besides their scientific instruments, the Engineers should take with them tents, arms, including revolvers, ammunition, and such military equipments as General Peel may deem suitable for emergencies which may, though it is hoped they will not arise.

I am further to state that, in consequence of reports which daily reach this Office, Sir E. Lytton is most anxious that this force should reach British Columbia with as little delay as possible; that he considers that, in every point of view it will be preferable that they should go round Cape Horn instead of by Panama; and that it would therefore be advisable that Major-General Peel should communicate with the Lords Commissioners of the Admiralty with the view of engaging the necessary freight. I am to add that Sir E. Lytton proposes to send by the same opportunity two or three of the public officers whom he intends to appoint to situations in the Colony; and that he will shortly apprize Major-General Peel whether they will be accompanied by their families, and with the number of their servants.

I am, &c.

The Under Secretary for War. (Signed) H. MERIVALE.

Enclosure 3 in No. 16.

Enclosure 3 in No. 16.

(Extract.)

SIR, War Office, August 17, 1858.

WITH reference to the correspondence which has passed relative to the force of Royal Engineers about to be despatched to British Columbia, I am directed by the Secretary of State for War to transmit to you, for the consideration of Sir Edward Bulwer Lytton, the accompanying copy of a letter from the Horse Guards, together with its enclosures, giving a detail of the proposed party, and of the pay and allowances to be granted to the officers and men.

Major-General Peel would recommend that the proposals of the General Commanding-in-Chief should be sanctioned and approved, except as regards the Chaplain and Commissariat officer, which appointments Major-General Peel does not consider the circumstances under which this detachment is sent to the Colony render necessary. The number of women may be reduced to twenty.

I am also to transmit the accompanying papers which have been received from the Inspector General of Fortifications, containing suggestions with regard to the equipment to be provided for the detachment; and Sir John Burgoyne has further recommended that a photographic apparatus should be added.

Major-General Peel requests that you will inform him, at your earliest convenience, whether, taking into consideration the nature of the services on which the men will be employed, Sir E. B. Lytton is of opinion that the articles of equipment specified in these suggestions will be required.

I have, &c.

H. Merivale, Esq., &c. &c (Signed.) J. R. GODLEY.

Enclosure 4 in No. 16.

Enclosure 4 in No. 16.

SIR, Downing Street, August 18th, 1858.

I HAVE laid your letter of the 17th instant, with its several enclosures, before Secretary Sir E. B. Lytton, and I am directed by him to request that you will inform Secretary Major-General Peel that immediate steps should be taken for despatching the following detachment of Royal Engineers for service in British Columbia:

1 Lieut.-Colonel, with a Colonial allowance of 1,200*l.* per annum, besides regimental pay, which should in each case be borne by this country.
2 Captains, at a salary of 350*l.* per annum each, in addition also to their regimental pay.
3 Subalterns, at 250*l.* per annum each, exclusive of regimental pay.
150 Non-commissioned officers and men, with regimental and working pay, accompanied by 20 women, according to the scale submitted by Colonel Gordon in his letter of the 11th instant.

The chaplain and Commissariat officer to be dispensed with; but a Medical officer should be sent.

Of this party Sir E. Lytton wishes that 20 non-commissioned officers and men under the orders of a subaltern should be sent on by the mail steamer of the 1st September, viâ Panama, taking with them such instruments of survey as they may require for immediate use.

The equipments, military and civil, of which a list has been made out by order of the Inspector General of Fortifications, should be at once procured, subject to the alterations made in it, it being understood that these articles are all deemed by that officer to be absolutely indispensable, and that they will not be expensive; but articles which are essentially military ought not to be made a charge against the Colony.

It will be necessary that an exact account should be kept of all the expenses incurred for this expedition, it being intended that the new Colony shall ultimately defray the entire cost of its establishment. In the meanwhile, arrangements are being made with the Lords Commissioners of the Treasury to advance funds, on the requisition of the Governor, sufficient to cover the expense which this party of Engineers shall occasion (independently, of course, of those expenses for which the War Office is legitimately liable), in case there should be no Colonial resources immediately available for that purpose.

It has been urged by Colonel Moody that one serjeant and one corporal of cavalry, together with one serjeant and one corporal of artillery, should be added to the detachment. It is stated that they will be of material assistance. Sir E. Lytton would wish this addition to be made to the force.

Colonel Moody has also suggested that, besides the rations mentioned in Colonel Gordon's letter of the 11th instant, as necessary to be issued to officers and men, it would be very advisable that they should be allowed to purchase at prime cost stores of clothing, and that a guide for this may be taken from the purser's list on board a man-of-war. I am to state that Sir E. Lytton will raise no objection to this suggestion of Colonel Moody, if it meets with the approval of Major-General Peel.

I have, &c.

The Under Secretary of State for War.

(Signed) H. Merivale.

Enclosure 5 in No. 16.

Enclosure 5 in No. 16.

Sir, Downing Street, August 23, 1858.

As you have been selected for the office of Chief Commissioner of Lands and Works in British Columbia, Sir E. B. Lytton considers it desirable to place on record the arrangement which has been settled, on your acceptance of that appointment. It is to be distinctly understood,—

1st. That the Governor is the supreme authority in the Colony. That you will concert with him, and take his orders as to the spots in the Colony to which your attention as to surveys, &c. should be immediately and principally directed. That you will advise and render him all the assistance in your power, in the difficult situation in which it is probable that he will be placed for some time.

2. The Governor will be instructed to regard your duties as special, and that they are not on any account to be interfered with, except under circumstances of the gravest necessity, so that all possible conflict of duties may be avoided. On this point Sir Edward feels persuaded that your character and your Colonial experience are sufficient guarantees against any discordance with the Governor.

3. The Governor will be authorized to draw upon the Lords Commissioners of the Treasury for the payment of the expenses attending the surveying party under your orders, if he should have no funds immediately at hand in the Colony for that purpose. You will, therefore, address your requisitions for money to him, if it should be necessary. At the same time it is well to understand that Her Majesty's Government count on the immediate raising of large Revenues from the land sales and other resources of the Colony, sufficient to defray from the outset the expenses of the survey and of all other except the salary of the Governor. And you will afford the Governor, though without shackling his discretion, the benefit of your talents and experience in any suggestions for ensuring at the earliest period this paramount object.

4 The rates of pay and allowances which have been settled for officers and men are as follows:—

Officers.	Regimental Pay per Annum.	Colonial Allowance.	Total.
	£	£	£
1 Chief Commissioner of Lands and Works, Colonel Moody, R.E. -	330	1,200	1,530
1 Captain - - -	202	350	552
1 2d Captain - - -	202	350	552
1 3d 2d Captain - -	202	350	552
2 Subalterns (each) - -	125	250	375

Non-commissioned Officers and Sappers.

	Regimental Pay per Diem.	Working Pay per Diem.	Total.
	s. d.		s. d. s. d.
1 Colour Sergeant and Acting Sergeant-Major - -	3 10½	3s. to 5s.	6 10½ to 8 10½
1 Sergeant and Acting Quartermaster Sergeant - -	3 4½	3s. to 5s.	6 4½ to 8 4½
7 Sergeants (each) - -	2 10½	3s. to 5s.	5 10½ to 7 10½
8 1st Corporals - -	2 2½	1s. to 4s.	3 2½ to 6 2½
8 2d Corporals - -	1 10¾	1s. to 4s.	2 10¾ to 5 10¾
2 Buglers - } 123 Sappers - } - -	1 2½	1s. to 4s.	2 2½ to 5 2½

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5. It is agreed that you shall remain in the Colony one year from the date of your arrival, and that you will not quit it unless you are satisfied that the officer you leave in charge is fully competent to the work before him, and that the public service is not prejudiced by your return to England. Should you desire to stay longer for the execution of works in which you are actively engaged, and to which you consider your presence essential, you will communicate that wish to Her Majesty's Government. You will make it your care to furnish this Department from time to time with full reports of the various resources and capabilities of the Colony, according to the information which the exercise of your functions will necessarily give you, and with a view to the developement of the social and industrial prosperity and welfare of the Colony,—its mines, its fisheries, the quality of its coal, the nature of the soil, the maritime approaches to the Colony, if held distinct from the island.

These reports will be sent to this Department through the Governor.

I am, &c.

Colonel Moody, R.E., &c. &c.

(Signed) H. MERIVALE.

No. 17.

No. 17.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 8.)

SIR, Downing Street, September 2, 1858.

* Page 44.

IN one of the Despatches, No. 6.*, which I addressed to you last July, it was mentioned that the detachment of Royal Engineers which Her Majesty's Government considered advisable to send to British Columbia would be maintained at the Imperial cost for only a limited period, and that if continued afterwards the Colony would have to defray the expense thereof.

I can scarcely doubt that you will have noticed that when I wrote that Despatch I had not received those reports from you, nor was the public in possession of that general information, which ascribe to the Colony the prospect of raising a large and early Revenue. This more recent intelligence has necessarily caused an alteration in my views with respect to the first charge for the Engineer party. I desire, therefore, to state, that as the Despatch to which I have above alluded was written before I was aware of the great prospects of the Colony, Her Majesty's Government having since become apprized of that fact, feel that it would be impossible to impose on this country the charge for the Engineers which, under other circumstances, it might have been proper it should have assumed. It is therefore imperatively necessary for me to repeat, what indeed has been very frequently mentioned, that Her Majesty's Government expect that British Columbia shall be self-supporting, and that the first charge upon the land sales must be that of defraying all the expenses which this Engineer party shall occasion. Any expenditure which the British Treasury shall have incurred on this account will have to be reimbursed by the Colony as soon as its circumstances permit, and for which I have now to instruct you to make suitable provision.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 18.

No. 18.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 9.)

SIR, Downing Street, September 2, 1858.

Enclosure 1.
Enclosure 2.

I TRANSMIT to you herewith, for your information, copy of a correspondence between the Treasury and this Office on the subject of the Postal Arrangements between this country and British Columbia.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

Enclosure 1 in No. 18.

Enclosure 1 in No. 18.

SIR, Downing Street, August 3, 1858.

I AM directed by Secretary Sir E. B. Lytton to request that you will represent to the Lords Commissioners of the Treasury that the establishment of the Colony of British Columbia, and the extensive immigration flowing, according to all accounts, into that country, make it very desirable that some safe and regular Postal communication should be formed between this Kingdom and the Colony. Sir Edward Lytton therefore requests that the Lords Commissioners would take this subject

into their consideration, and favour him with their opinion as to the possibility of establishing such means of communication. BRITISH COLUMBIA.

I am, &c.

Sir C. E. Trevelyan, K.C.B. (Signed) H. MERIVALE.
&c. &c. &c.

Enclosure 2 in No. 18. Enclosure 2 in No. 18.

SIR, Treasury Chambers, August 25, 1858.

WITH reference to your letter of 3d instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Sir E. Bulwer Lytton, that they have had under their careful consideration the important subject of establishing a Postal communication with the Colony of British Columbia, and have been in correspondence with the Admiralty and the Post Office in relation thereto.

I am to state that if the position of the Colony at the present time were such as to warrant a large expenditure, whether from Imperial or Colonial resources, my Lords would be disposed to prefer a service from this country to Halifax or some port in connexion with our North American Colonies adopting, probably, the existing Postal service for so far, and to invite tenders for a service from thence to Colon, in extension, probably, of that recently established to Nassau, and further to invite tenders for a service between Colon or Panama and Vancouver's Island.

But my Lords have reason to believe that the cost of that service would be very large, that between Panama and Vancouver's Island alone being estimated by the Admiralty at not less than 100,000*l.* a year.

My Lords would not consider themselves warranted in sanctioning, under the present circumstances of the Colony of British Columbia, so large a charge, the whole of which for some time to come would have to be defrayed out of the Imperial resources.

In addition to this there are other considerations, connected with the want of harbour accommodation, and with the development of the coal fields at Vancouver's Island, which render it probable that a contract after some time may be more advantageously entered into for the service than at present.

My Lords, therefore, are disposed to the opinion, that for the present it may be advisable to form the Postal communication between this country and British Columbia by the Royal Mail Steam Company to Colon, whose vessels leave Southampton on the 2d and 17th of each month, under the contract of July 5th, 1850; that a temporary arrangement should be made by Her Majesty's Postmaster-General with the Postmaster of the United States, for transmitting the letters from Panama by the United States mail steamers to San Francisco; and that tenders should be invited by public advertisement for performing the service between San Francisco and Vancouver's Island.

My Lords would not be disposed to limit these tenders as regards size of vessels, or to require for the present any extraordinary speed.

It seems to them more expedient to leave to parties who may tender the option of naming such size and speed as may be most suitable, as well for the passenger trade as for the Postal service.

As the times when the Mail Steamers of the United States leave and arrive at Panama do not accord with the arrival and departure of the vessels of the Royal Mail Steam Company on the eastern side of the isthmus, my Lords would invite the Postmaster of the United States to reconsider the times of arrival and departure of the United States Mail Steamers between Panama and San Francisco.

In the event of satisfactory tenders not being made in this country for this service, my Lords would propose that the Postmaster of the United States should be requested to make arrangements at San Francisco for the regular transmission of letters from thence to Vancouver's Island, for a limited time, suppose one or two years.

I am to request you to move Sir E. Bulwer Lytton to favour my Lords with his opinion on the subject. If he should approve of the course which their Lordships suggest, immediate instructions will be given by this Board to the Lords Commissioners of the Admiralty and the Postmaster-General, to adopt the necessary means for establishing this Postal communication between this country and British Columbia without further delay.

I am desired to enclose two letters on this subject from the Admiralty and Postmaster-General. Sub-Encl. 1. Sub-Encl. 2.

I am, &c.

H. Merivale, Esq., (Signed) GEO. A. HAMILTON.
&c. &c.

Sub-Enclosure 1 to Enclosure 2 in No. 18. Sub-Enclosure 1 to Enclosure 2 in No. 18.

SIR, Admiralty, August 17, 1858.

WITH reference to your letter, No. 14,092 $\frac{1}{8}$ of the 13th instant, transmitting copies of letters from the Colonial Office and the Postmaster-General relative to a proposed Postal communication with the new Colony of Columbia, and requesting to be favoured with the opinion of my Lords Commissioners of the Admiralty as to the best means of providing for the service, I am commanded by the Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury that my Lords consider that tenders should be called for to ascertain what parties are able and willing to undertake the service of carrying Her Majesty's Mails between Panama and Vancouver's Island direct, and they apprehend that the Mails should be

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carried viâ Halifax or New York, as a means of directly connecting the new Colonies with British North America. My Lords do not foresee any difficulty in procuring good and substantial parties to carry out the service from Halifax or New York to Colon, as a branch of the North American Packet Service. The annual cost of this would probably be about 25,000*l.* In the meantime, the mails to be carried in the Packets of the Royal Mail Company to Colon.

With regard to the service from Panama to Vancouver's Island, my Lords would remark, that there are no docks for the repair of large ships at any port between those places, except at San Francisco, a foreign port; while this distance, 4,150 miles, is so great that it cannot be carried out in small vessels. Coals at Panama are very dear, and wages all along the west coast of North America are exorbitantly high.

For these reasons a subsidy of not less than 100,000*l.* a year would probably be required to obtain the only class of vessels which could satisfactorily carry on the Postal communication between the Isthmus and Vancouver's Island direct.

To organize and get such a service into active operation would require a considerable length of time, and my Lords would, therefore, suggest whether an arrangement should not be come to with one or more of the United States' lines now running almost weekly between Panama and San Francisco, and tenders for a limited time be called for from those parties for carrying on the Mail Service from San Francisco to Vancouver's Island, pending arrangements being made and carried out for an English line direct from Panama to Vancouver's Island.

I am, &c.

The Secretary of the Treasury. (Signed) W. G. ROMAINE.

Sub-Enclosure 2 to Enclosure 2 in No. 18.

Sub-Enclosure 2 to Enclosure 2 in No. 18.

MY LORDS, General Post Office, August 11, 1858.

IN returning the enclosed letter, referred to me by your Lordships on the 7th instant, I beg to observe that I entirely concur with Secretary Sir Edward Bulwer Lytton in the opinion that it will be very desirable to establish as speedily as possible a good and regular Postal communication with the new Colony of British Columbia, and I conclude that letters will be forwarded with the greatest advantage viâ Panama.

By the packets of the Royal Mail Steam Packet Company mails can be sent twice a month between Southampton and Colon, and the passage of the Isthmus is effected in a few hours.

Between Panama and San Fransisco there is also a Postal communication twice a month, by means of United States' mail packets; but neither the departure of these packets from Panama nor their arrival at Panama is fitted to the British Packet Service to and from Colon, and mails forwarded by them would, therefore, be exposed to some detention on the Isthmus.

Further, if the United States packets were made use of, provision would require to be made for the conveyance of the mails between San Fransisco and British Columbia.

Under these circumstances it becomes a question whether steps should not be taken with the object of setting up a communication by British packets for the entire distance between Panama and British Columbia; and if your Lordships are of the same opinion, I presume that you will consult the Lords Commissioners of the Admiralty as to the best means of carrying the object into effect.

I have, &c.

The Lords Commissioners of the Treasury. (Signed) COLCHESTER

No. 19.

No. 19.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 12.)

SIR, Downing Street, September 2, 1858.

* Page 44.

IN my Despatch of the 31st July, No. 6*, I directed your attention to the treatment of the Native Indians in the country which it has so recently been decided to establish as a British Colony. I regard that subject as one which demands your prompt and careful consideration. I now transmit to you the copy of a letter from the Aborigines Protection Society, invoking the protection of Her Majesty's Government on behalf of these people. I readily repeat my earnest injunctions to you to endeavour to secure this object. At the same time I beg you to observe that I must not be understood as adopting the views of the Society as to the means by which this may be best accomplished.

Enclosure.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

Enclosure in No. 19.

To the Right Honourable Sir Edward Bulwer Lytton, M.P., Her Majesty's Principal Secretary of State for the Colonies, &c. &c. &c.

Sir,

As the Aborigines Protection Society have for many years taken a deep interest in the welfare of the Indian Tribes to the west as well as the east of the Rocky Mountains, I am instructed to address you on certain matters affecting not only the rights and interests but the very existence of the numerous Indian population of the new Colony of British Columbia. It appears, from all the sources of information open to us, that unless wise and vigorous measures be adopted by the representatives of the British Government in that Colony, the present danger of a collision between the settlers and the natives will soon ripen into a deadly war of races, which could not fail to terminate, as similar wars have done on the American continent, in the extermination of the red man.

The danger of collision springs from various causes. In the first place, it would appear from Governor Douglas's Despatches as well as from more recent accounts that the natives generally entertain ineradicable feelings of hostility towards the Americans, who are now pouring into Fraser's and Thompson's Rivers by thousands, and who will probably value Indian life there as cheaply as they have, unfortunately, done in California. The reckless inhumanity of the gold diggers of that state towards the unfortunate Indians is thus described in a recent number of the *New York Times* :—

"The country is perfectly wild, and a dense forest, full of warlike Indians; and, with the well-
"known injustice of the miner towards anything of the genus Indian or Chinaman, and their
"foolhardiness, they will get up a series of little amusements in the way of pistolling and scalping,
"quite edifying. It is the custom of miners generally to shoot an Indian as he would a dog; and it
"is considered a very good joke to shoot at one at long shot, to see him jump as the fatal bullet
"pierces his heart. And when, in the spirit of retaliation, some poor hunted relative watches his oppor-
"tunity, and attacks a straggling white man, the papers at once teem with long accounts of Indian
"outrages. And yet the men that shoot down these poor Indians are not the ruffians we are led to
"suppose are always the authors of atrocities, but the respectable sovereign people, brought up in the
"fear of God by pious parents, in the most famed locations for high moral character. The Indian
"and Chinese murders are more frequently committed by men brought up in the quiet country
"villages of eastern states, and who return looking as innocent as lambs. There never yet existed
"so bad a set of men on the face of this fair earth as a certain class of the highly respectable
"sovereigns of the states who find their way to the frontiers. It is much to be rejoiced at that the
"Fraser River Indians are of a serious turn of mind, and can't take a joke; and in their ignorance of
"the sports and pastimes of the great American nation may deprive some of the practical jokers of
"their 'thatches.'"

The necessity which is imposed upon Her Majesty's Government to adopt measures to protect the Indians against this class of diggers is too obvious to require any further illustration or argument on our part.

But there is another aspect of the question which is of equal importance. The Indians, being a strikingly acute and intelligent race of men, are keenly sensitive in regard to their own rights as the aborigines of the country, and are equally alive to the value of the gold discoveries; no better proof of which could be furnished than the zest and activity with which large numbers of them have engaged in gold digging. Governor Douglas states that in the earlier stages of the gold discoveries they endeavoured to expel the settlers, who were then few in number, and to obtain possession of the fruits of their labour. But he also states that while manifesting a determination to reserve the gold for their own benefit, they yet respected the persons and property of the whites. Other accounts describe the Indians as "quiet and peaceful," but state that "as soon as a miner lays down his pick
"an Indian stands by to make use of it for himself, and when he lays down the shovel for the pick the
"Indian takes the shovel, and relinquishes the other implement." They are further described as having learnt the full value of their labour; in proof of which it is stated that they now charge five dollars to eight dollars a day, instead of one dollar, for their services as boatmen in navigating Thompson's and Fraser's rivers.

As, therefore, the Indians possess an intelligent knowledge of their own rights, and appear to be determined to maintain them by all the means in their power, there can be no doubt that it is essential to the preservation of peace in British Columbia that the natives should not only be protected against wanton outrages on the part of the white population, but that the English Government should be prepared to deal with their claims in a broad spirit of justice and liberality. It is certain that the Indians regard their rights as natives as giving them a greater title to enjoy the riches of the country than can possibly be possessed either by the English Government or by foreign adventurers. The recognition of native rights has latterly been a prominent feature in the aboriginal policy of both England and the United States. Whenever this principle has been honestly acted upon, peace and amity have characterized the relations of the two races, but whenever a contrary policy has been carried out, wars of extermination have taken place; and great suffering and loss, both of life and property, have been sustained both by the settler and by the Indian. We would beg, therefore, most respectfully to suggest that the Native title should be recognized in British Columbia, and that some reasonable adjustment of their claims should be made by the British Government.

The present case resembles no common instance of white men encroaching on the lands and rights of aborigines for hunting or settlement. It more than realizes the fabulous feuds of Gryphons and Arimaspians, and no ordinary measures can be expected to overcome the difficulties which duty and interest require to be removed if British Columbia is to become an honourable or advan-

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tageous portion of the British Dominions. It would seem that a Treaty should be promptly made between the delegates of British authority and the chiefs and their people, as loyal, just, and pacific as that between William Penn and the Indians of Pennsylvania, but that more stringent laws should be made to ensure its provisions being maintained with better faith than that was carried out on the part of the whites. No nominal protector of aborigines,—no annuity to a petted chief,—no elevation of one chief above another, will answer the purpose. Nothing short of justice in rendering payment for that which it may be necessary for us to acquire, and laws framed and administered in the spirit of justice and equality, can really avail. To accomplish the difficult but necessary task of civilizing the Indians, and of making them our trusty friends and allies, it would seem to be indispensable to employ in the various departments of Government a large proportion of well-selected men, more or less of Indian blood, (many of whom could be found at the Red River,) who might not only exert a greater moral influence over their race than we could possibly do, but whose recognized position among the whites would be some guarantee that the promised equality of races should be realized. The adoption of these or similar measures would, we believe, propitiate the goodwill of the Indians; and instead of obstructing the work of colonization they might be made useful agents in peopling the wilderness with prosperous and civilized communities, of which they one day might form a part.

I have, &c.
F. W. CHESSON,
Secretary.

No. 20.

No. 20.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 13.)

SIR, Downing Street, September 2, 1858.

I HAVE to acquaint you that the Society for the Propagation of the Gospel propose to send one or two Missionary Chaplains to British Columbia, with as little delay as possible, and that the first of these clergymen will probably proceed to the Colony by the freight ship appointed to sail on the 15th proximo.

I have, &c.
(Signed) E. B. LYTTON.

Governor Douglas,
&c. &c.

No. 21.

No. 21,

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 14.)

SIR, Downing Street, September 2, 1858.

Enclosure.

I TRANSMIT to you herewith, for your information, the copy of a letter which I have addressed to Colonel Moody on the subject of granting land, on certain conditions, to the non-commissioned officers and men of the Royal Engineers who are now going to British Columbia.

2. I take this opportunity of instructing you to report to me your opinion whether it would be desirable for the interests of the Colony to grant remissions on the purchase of land to retired officers of the Army and Navy, as was formerly the custom in many of the British Colonies. Care might be taken, if ever Representative Institutions are established in the Colony, and arrangements are made for securing a Civil List in return for the lands of the Crown, that the privileges I suggest should, for a certain length of time at least, be secured to military settlers. You will report to me your careful and deliberate views upon this subject.

3. You will furnish me, at your early convenience, with a list of such officers for Civil situations, together with the rates of pay which you think they should receive, as the circumstances of the Colony shall, in your opinion, render it desirable for me to send from England. I shall be happy to assist you to the best of my ability in making proper selections; for I think that, considering the great number of foreigners who are resorting to British Columbia, it is on every account proper to give encouragement to Englishmen of character and respectability to go out to the Colony.

4. You will report to me officially, by each successive mail, and by every safe opportunity that presents itself, on all matters of interest and importance to the Colony. At

present Her Majesty's Government only receive such accounts through the newspapers, or through the courtesy of the Hudson's Bay Company and private individuals. British Columbia.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

Enclosure in No. 21. Enclosure No. 21.

SIR, Downing Street, September 1, 1858.

IN case there should be any misunderstanding as to the suggestions of the Inspector-General of Fortifications, that the non-commissioned officers and men of the Royal Engineers who are going out to British Columbia should receive grants of land, Secretary Sir Edward Lytton directs me to state that he is willing, and the Governor shall be instructed accordingly, that the men should be allowed such grants of agricultural, not mining land, not exceeding 30 acres each, after 6 years' continuous good faithful service in British Columbia, on condition of residence and military service within the Colony, if called upon.

I am to suggest to you that it might be advisable, with the concurrence of the Governor, to locate the men, if they should be located at all, along the frontier, or in the neighbourhood of future naval and military posts.

Sir E. Lytton will send a copy of this letter to the Secretary of State for War, for his information, as well as to the Governor, with whom you will confer on this subject.

I have, &c.

Colonel Moody, R.E. &c. &c. (Signed) CARNARVON.

No. 22. No. 22.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 16.)

SIR, Downing Street, September 2, 1858.

IN addition to what is contained in my Despatch transmitting you the Order in Council for the Government of British Columbia, your Commission and Instructions, and the Instrument revoking the exclusive licence of the Hudson's Bay Company in British Columbia, I wish to address you a few words on the legal position which you now fill, and the nature of your immediate duties.

Your first duty will be to proclaim the Act of Parliament under which British Columbia was to be governed. This Act has already been sent you, and without any express directions as to the manner and time of making it known. Probably you have already made it public; but I apprehend that no legal proclamation of it, so as to give its provisions effect, could take place until you were yourself commissioned as Governor. The formal proclamation of it must therefore be made as early as possible.

According to the opinion of lawyers in general, the colonists of a territory circumstanced like British Columbia carry with them the law of England, so far as it is applicable to their circumstances. Acts, therefore, done in accordance with the law of England, will be substantially legal, although done before any regular authority was constituted there. But your own special authority to make regulations, or enforce them, for the preservation of peace and order, could only be created by the act of the Crown, and cannot commence until you receive their commission; you will therefore have, doubtless, been compelled by the necessity of the case to perform many acts, in accordance with the spirit of your instructions from myself, and my predecessors in this Department, but for which strict legal authority was wanting. It will be necessary to cover these by a Proclamation, having force of law, under the power with which you are invested, to indemnify yourself and those who have acted under your authority from legal proceedings.

You are therefore authorized to issue two Proclamations, of the same date with your assumption of the Government.

The one, which is rather matter of solemn form than of absolute necessity, to declare the law of England prevalent throughout the Colony, subject, of course, to your own power of modifying it by laws enacted by yourself when absolute necessity requires.

The other, to indemnify yourself and your subordinate officers in manner aforesaid.

I send you by the present mail forms of both these Proclamations, which you will be able to adapt to suit the exigencies of the case, if any change is required. Enclosure 1. Enclosure 2.

Almost the first point to which your attention will be directed will be the establishment of a Court or Courts of Justice, with the necessary machinery for the maintenance of law and order.

BRITISH COLUMBIA.

Her Majesty has issued a Commission to Mr. Begbie, who will proceed by this or next packet, as Judge of British Columbia.

His title and duties have not been more particularly specified, because they must be defined by yourself, after consultation with him, by such law as you may enact providing for the administration of justice.

It will also be essential that you should constitute Juries; but as this is done by law in Vancouver's Island, you have a precedent ready at hand, and no further instructions are necessary from me.

Mr. Begbie has been fully instructed, that, although invested with the very important office of Judge, he will nevertheless have the kindness, for the present at least, to lend you his general aid for the compilation of the necessary laws and other legal business. This is the more proper duty of an Attorney-General; and, should the Colony advance, as seems at present possible, the services of such an officer will no doubt be urgently required. But I have not yet thought myself authorized to advise the Crown to appoint one, until I hear from yourself as to the civil functionaries best adapted to the present requirements of the Colony. I trust to receive your suggestions by the first opportunity. From such intelligence as has reached me of the state of things in California, I have been led to believe that it would be of great service if the rights of miners could be briefly established and defined beforehand by law, instead of being left to grow up by mere custom or accident. But this is not a subject on which I have the means of assisting you. Possibly you may find that such a body of regulations might be drawn up with the aid of a few intelligent persons selected from among the miners themselves, and in whom that body would have confidence.

With these few observations, I leave with confidence in your hands the powers intrusted to you by Her Majesty's Government. These powers are indeed of very serious and unusual extent; but Her Majesty's Government fully rely on your moderation and discretion in the use of them. You are aware that they have only been granted in so unusual a form on account of the very unusual circumstances which have called into being the Colony committed to your charge, and which may for some time continue to characterize it. To use them, except for the most necessary purposes, would be, in truth, to abuse them greatly. They are required for the maintenance of British law and British habits of order, and for regulating the special questions to which the condition and employment of the population may give birth. But the office of legislation, in the higher and more general sense, should be left for the Legislature which may be hereafter constituted, and which Her Majesty's Government hope will be constituted at the first time consistent with the general interests of the Colony. And you will above all remember that the ordinary rights and privileges of British subjects, and of those foreigners who dwell under British protection, must be sedulously maintained, and that no innovation contrary to the principles of our law can be justified, except for purposes of absolute and temporary necessity.

I will only add, that although it has been judged prudent not to make the revocation of the Hudson's Bay Company's licence take effect until proclaimed by yourself, it is the particular instructions of Her Majesty's Government that you proclaim it with the least practicable delay, so that no questions like those which have already arisen as to the extent and nature of the Company's rights can possibly occur.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

Enclosure 1 in No. 22.

Enclosure 1 in No. 22.

PROCLAMATION, having the Force of Law, to declare that English Law is in force in British Columbia.

WHEREAS by an Act of Parliament passed in the Session held in the 21st and 22d years of Her Majesty Queen Victoria it was enacted, that the territories therein described should be comprised within the Colony thereby created of British Columbia; and it was further enacted, that on the proclamation of the said Act in British Columbia certain Acts which were passed in the 43d year of His late Majesty King George the Third and in the second year of His late Majesty George the Fourth, and by which the law of Upper Canada was extended to certain parts of America therein mentioned, should cease to have force in the said Colony of British Columbia, or to be applicable thereto:

And whereas such proclamation of the said first-mentioned Act was duly made on the day of last:

And whereas by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland Her Majesty was pleased to appoint James Douglas to be Governor of British Columbia, and

to authorize the said James Douglas, by Proclamation issued under the Great Seal of the said Colony, to make laws, institutions, and ordinances for the peace, order, and good government thereof: British Columbia.

It is therefore hereby enacted and proclaimed by the Governor of British Columbia, that the Civil and Criminal Laws of England, as the same existed at the [date of the said proclamation of the said Act], and so far as they are not from local circumstances inapplicable to the Colony of British Columbia, are and will remain in full force within the said Colony till such time as they shall be altered by Her said Majesty in Her Privy Council, or by me, the said Governor, or by such other Legislative Authority as may hereafter be legally constituted in the said Colony, and that such laws shall be administered and enforced by all proper authorities, against all persons infringing and in favour of all persons claiming protection of the same laws.

Enclosure 2 in No. 22. Enclosure 2 in No. 22.

PROCLAMATION, having the Force of Law, to indemnify the Governor and other Officers for Acts done before the Establishment of any legitimate Authority in British Columbia.

WHEREAS large numbers of Her Majesty's subjects and others have resorted to and settled on the territory now comprised within the limits of this Colony, before the establishment of any settled form of Government therein, and it has been necessary to take steps for the establishment and maintenance of peace, order, and good government, and for the protection of the rights of Her Majesty, and for the collection of a Revenue from lands belonging to Her Majesty, some of which steps may not have been fully authorized in point of law: And whereas, by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland, I, James Douglas, Governor of the Colony of British Columbia, have been authorized, by Proclamation issued under the Great Seal of the Colony, to make laws, institutions, and ordinances for the peace, order, and good government of the same.

Be it therefore known to all whom it may concern, That I, the said James Douglas, Governor of British Columbia, do hereby, in virtue of the authority aforesaid, enact and proclaim that every act, matter, or thing bonâ fide done and performed for any of the purposes aforesaid before the date of this Proclamation, by me, the said James Douglas, or by any other person or persons acting under my authority or direction, shall be deemed to be and to have been valid in law; and that I, the said James Douglas, and the said other persons, shall be and hereby are severally and jointly indemnified, freed, and discharged from and against all actions, suits, prosecutions, and penalties whatever in respect of any such act, matter, or thing, and that the same shall not be questioned in any of Her Majesty's Courts of Civil or Criminal Jurisdiction in this Colony.

And I do further enact and proclaim, that any declaration in writing under the hand of the Governor or officer administering the Government of British Columbia to the effect that any act, matter, or thing specified therein was done or performed for any of such purposes or under any such direction or authority as aforesaid, shall, for the purposes of this Proclamation, be conclusive evidence of the matters stated therein, and shall be a sufficient discharge and indemnity to all persons mentioned in the said declaration, in respect of the act, matter, or thing specified therein.

No. 23.

No. 23.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 17.)

SIR, Downing Street, September 2, 1858.

I SEND for your information copy of correspondence between this Department and the Foreign Office, touching certain queries addressed to Her Majesty's Minister at Washington by the Secretary to the Pacific Mail Steam Packet Company. Enclosure Enclosure 2.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

Enclosure 1 in No. 23. Enclosure 1 in No. 23

SIR, Foreign Office, July 26, 1858.

I AM directed by the Earl of Malmesbury to transmit to you herewith, to be laid before Secretary Sir Edward Bulwer Lytton, a copy of a Despatch from Her Majesty's Minister at Washington, enclosing a copy of a letter addressed to him by the Secretary to the Pacific Mail Steam Packet Company on the subject of the jurisdiction of the Hudson's Bay Company. Sub-Enclosure

I am, &c.

Herman Merivale, Esq., &c. &c. (Signed) E. HAMMOND.

British Columbia.

Sub-Enclosure to Enclosure 1 in No. 23.

My Lord, Nalant, near Boston, July 12, 1858.

The accompanying letter has been addressed to me by Mr. W. Hodge, a respectable gentleman at Washington, on behalf of the Pacific Mail Steam Ship Company of New York, who desire to establish regular steam communication between California and Her Majesty's Possessions north of the 49th parallel.

I have not assumed the responsibility of giving an official answer to questions involving the jurisdiction of the Hudson's Bay Company, a subject with which I am imperfectly acquainted. I have reserved these inquiries for the consideration and decision of Her Majesty's Government.

Your Lordship has, probably, been informed from another quarter of the discovery of gold deposits in the basin of Fraser's River, and of the rush of labourers to this new field of enterprize.

Should the reports of mineral wealth in the British territory prove to be well founded, a turbulent and adventurous population will shortly be collected, ill disposed to submit to the authority of the Hudson's Bay Company, and impatient to possess a share at least of those rights of property and self-government which they have exercised in their previous places of abode.

The influx of consumers will be attended by the development of traffic, and the citizens of the neighbouring states will see with reluctance the profits of trade monopolised by a British corporation, though, I doubt not, those exclusive rights would be exercised liberally for the benefit of an improvident community.

Finally, the immigration of large bodies of armed and reckless men can hardly fail to produce collisions with the Indians, and to be accompanied by injustice to that people, who have been reconciled to the Government of the Company by a long course of judicious treatment.

Should the abundance of precious metals fall below expectation, still the present emigration will probably lay the basis of an agricultural state, and open the country to progressive settlement.

In either case, it is apparent that the British Possessions cannot long be maintained as a preserve for the trade in furs, and that the jurisdiction of the Company must be dissolved, or restricted to regions less susceptible of profitable culture. * * * * * *

I have, &c.

The Earl of Malmesbury, (Signed) Napier.
&c. &c.

My Lord, Washington, July 2, 1858.

I am requested by the President of the Pacific Mail Steam Ship Company to obtain the following information, viz:—

1. What Revenue powers are granted to the Hudson's Bay Company by the British Government, and what reserved by the Government?

2. Are there any privileges or facilities granted by the treaty stipulations or otherwise to American vessels in the ports of Vancouver's Island and the British Possessions on the Pacific?

3. Is there any other British port of entry besides "Victoria" on Puget's Sound, and what are the port charges and tonnage dues?

4. What regulations, if any, could be made in favour of a line of American steamers regularly running between the ports of California to Esquimalth or Fisgard, a good harbour near Victoria, which latter is a poor one?

5. Are there any difficulties in American steamers touching regularly at Esquimalth, and who has jurisdiction there, the British Government or the Hudson's Bay Company?

The above is a rich and powerful Company, having 12 or 15 fine steamers in the Pacific, and have the contract for carrying the mails of the United States from Panama to San Francisco, and from the latter place to Oregon and Washington.

Their object is, if circumstances admit of it, to establish at once a regular line of steamers between California and the British Possessions to the northward, including Vancouver's Island, than which, probably, nothing would tend more rapidly to develope the resources and increase the population of those territories.

I shall feel obliged by any information your Lordship can give me on the above points, so far as you feel at liberty to do so.

I have, &c.

The Lord Napier, (Signed) Wm. Hodge.
&c. &c.

Enclosure 2 in No. 23.

Sir, Downing Street, August 25, 1858.

Enclosure 2 in No. 23.

I am directed by Secretary Sir E. B. Lytton to request that you will inform Lord Malmesbury that the following answers may be given by Lord Napier to the queries addressed to him by the Secretary to the Pacific Mail Steam Packet Company, on the affairs of British Columbia, as communicated in your letter of the 26th ultimo.

1. The Hudson's Bay Company have power over the Land Revenue of Vancouver's Island, under the restrictions imposed by their grant of the island. They have no other Revenue power of any kind.

2. The stipulations contained in treaties can be ascertained by the querists; but Sir E. Bulwer Lytton is not at present aware of any such privileges or facilities as are suggested.

3. This Department has no information of there being any British port of entry in Vancouver's Island besides Victoria, nor of any port charges or tonnage dues which may be levied there.

4. No regulations could be made in favour of any American line of steamers, as against and excluding any British line; but to impose such general regulations as may be found advisable must be left to the local authorities, subject to the approval of Her Majesty's Government.

5. This Department is not aware of any difficulties against American steamers touching at Esquimalt. The Hudson's Bay Company have the ownership of the soil at Esquimalt, but the Legislative and Executive powers belong to the local Government of Vancouver's Island.

I am, &c.

E. Hammond, Esq. &c. &c.

H. MERIVALE.

No. 24.

No. 24.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(Separate.)

SIR, Downing Street, September 2, 1858.

FROM information which has just reached me from the Lords Commissioners of the Admiralty, in a report sent by Captain Richards, it would seem desirable to appoint, if you have not already done so, Gold Commissioners armed with the powers of magistrates. I submit this suggestion to your local experience, and I feel that it must be unnecessary to add the self-evident caution, to form at once a Police at the diggings.

You will long ere this have received instructions not to close Fraser's River, nor arrogate for the Hudson's Bay Company privileges of exclusion which they did not really possess, and which will no longer be subjected to the misunderstanding which I regret to have observed.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 25.

No. 25.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 20.)

SIR, Downing Street, September 16, 1858.

I HAVE received your Despatch of the 26th July,* No. 31, with its enclosures, reporting the public measures which you have adopted for the Government of British Columbia since the 1st July.

* Page 22.

It affords me much satisfaction to signify to you generally the continued approval by Her Majesty's Government of your proceedings in the difficult position in which you have been so unexpectedly placed; but there are a few points mentioned in your Despatch on which it is necessary that I now should touch.

First, however, I request that you will convey to the officers commanding Her Majesty's ships "Satellite" and "Plumper" my best acknowledgments for the cordial and practical assistance which they have rendered to you on all occasions, and express my persuasion that they will continue to afford the same whenever the service on which they are engaged will admit of their so doing.

2. I notice with regret, though not with surprise, that boats, &c. have ascended Fraser's River without a Customs' permit, or the prepayment of the regulated mining fee. It is certainly much to be desired that you possessed a force adequate for the protection of the Revenue laws of the country, but it is totally impossible for Her Majesty's Government to provide you with such a force from England. The most that we can do is, to supply you with suitable and well-recommended public officers, whose experience and capability will enable them to assist you in raising a force in the Colony itself, capable of preserving order, and causing the law to be obeyed. On this point I have to observe, that for the infraction of the Revenue Laws, and for all ordinary purposes, the use of military force, even if this country were able to supply it, is full of danger, and better not resorted to unless in case of absolute necessity.

3. As to the "lawless intrusion of foreign ships and people into Fraser's River," if I correctly understand this expression, you will have received such definite instructions

BRITISH COLUMBIA.

from me that it leaves me nothing to add on this point, unless it be to refer you particularly to my Despatch of the 16th July, No. 4.*

* Page 42.

4. I have to make the same observation with respect to your statement, that you have endeavoured to protect the trading rights of the Hudson's Bay Company, as by law established. Those rights never existed to the extent which you appear to have supposed, and by the time this Despatch reaches you they will have ceased altogether, if the instrument forwarded to you for that purpose has been put into operation, as I trust it has, without delay.

5. I entirely approve the course you are following with respect to applications for Crown land, and for the prevention of Squatting. The party of Royal Engineers which has been despatched to British Columbia will relieve you from much anxiety on this score, as they will immediately on their arrival proceed to survey and lay out lands for sale and occupation.

6. I approve your nomination of Messrs. Travaillot and Hicks to be Assistant Commissioners of Crown lands at Thompson's River and Fort Yale, also of Mr. William Henry Bevis to be Revenue officer at Fort Langley.

* Page 47.

7. In an earlier Despatch, No. 8, of the 14th August,* I mentioned my intention of selecting a Collector of Customs for British Columbia.

I have now to state that I have appointed Mr. Wymond Hamley to this office, with a salary of 400*l.* per annum. He will proceed in the "Thames City" in the course of a few days. With respect to offices generally, which the public exigencies may compel you to create, and for which selections should be made in England, I have to observe that I consider it of great importance to the general social welfare and dignity of the Colony that gentlemen should be encouraged to come from this Kingdom, not as mere adventurers seeking employment, but in the hope of obtaining professional occupations for which they are calculated, such, for instance, as Stipendiary Magistrates or Gold Commissioners. You will, therefore, report to me, at your early convenience, whether there is any field for such situations, and describe as accurately as you can the peculiar qualifications which are requisite, in order that I may assist you by making he best selections in my power. It is quite natural that the servants of the Hudson's Bay Company should, from their knowledge of business, their abilities and services, have a very fair claim to consideration and share in the disposal of the local patronage. But caution should be observed against yielding to any appearance of undue favour or exclusiveness to the servants of that Company. You will carefully remember that the public interests are the first consideration; and that it should be known that employment in the public service is as open and fair in British Columbia as in every other of the Queen's Colonial Possessions. For these reasons it is still more desirable that careful appointments should be made in England.

8. I have to thank you for the newspaper from Victoria. It furnishes useful and interesting intelligence, and I shall be glad if you will occasionally transmit to me any other newspapers which contain matter worthy of attention. You will not fail to write to me fully by each mail, as Her Majesty's Government wish to know every thing that passes of importance in British Columbia.

I have, &c.
(Signed) E. B. LYTTON.

Governor Douglas,
&c. &c.

No. 26.

No. 26.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 22.)

SIR, Downing Street, September 23, 1858.

* Page 53.

REFERRING to my Despatch, No. 7. of the 2d instant,* I have the honour to transmit to you herewith a Warrant under the Royal Sign Manual, authorizing you to pass Letters Patent under the Public Seal of British Columbia appointing Colonel Moody to be Chief Commissioner of Lands and Works.

I have, &c.
(Signed) E. B. LYTTON.

Governor Douglas,
&c. &c.

No. 27.

Copy of a DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 25.)

Sir, Downing Street, September 24, 1858.

You will have observed that the Letters Patent which appoint you to be Governor of British Columbia contemplate the appointment also of a "Lieutenant-Governor" or other officer commissioned by Her Majesty to administer the Government of the Colony in the event of your "death, incapacity, removal, or absence from the said Colony."

The position and experience of Colonel Moody point him out as the most fitting person to hold the dormant Commission of Lieutenant-Governor, and I have accordingly advised Her Majesty to confer that appointment upon him.

I enclose for your information copy of the Commission which has been given to Colonel Moody.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 28.

Copy of a DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 29.)

Sir, Downing Street, October 11, 1858.

With reference to my Despatch No. 4. of the 2nd ultimo, I have to inform you that Mr. Begbie's salary as Judge of British Columbia is fixed at 800*l.* per annum, payable from the Revenues of the Colony.

I have, &c.

Governor Douglas, &c. &c. (Signed) E. B. LYTTON.

No. 29.

Copy of a DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(Confidential.)

Sir Downing Street, October 14, 1858.

I have to acknowledge your Despatch of the 30th of August, enclosing copies of the regulations issued for the management of the Gold Fields, and a Proclamation establishing Harbour Regulations, &c.

The latter I have transmitted to the Lords of the Committee of Privy Council for Trade, with a view of obtaining their Lordships' opinion; but the former relate to so important a branch of the administrative duties with which you are now charged, that I prefer very briefly calling your attention to some points which have suggested themselves to me, rather than postpone all communication on the subject till the next mail.

I am sensible of the difficulty of criticising in England the details of those regulations which, from an experience of local circumstances and requirements, you have laid down for the guidance of the Gold Commissioners and miners in British Columbia.

I feel also that rules which have been established in the Australian Colonies with good effect may be qualified by conditions in North America, which from a necessarily limited information on the subject I am unable to take into account. I am not, therefore, prepared to give you any definite instructions, or to insist upon any modifications which at first sight might seem desirable.

But whilst, therefore, on these grounds, and from a reliance on your judgment and discretion, I am desirous of giving you full freedom of action, I feel it right to place before you the impressions made upon me by a perusal of your regulations for the gold fields.

BRITISH COLUMBIA.

On the Instructions to the Assistant Gold Commissioners and to the Police I have no objection to offer. They appear to me in both cases to meet the objects which are to be had in view.

Taking, however, first, into consideration the rules prescribed in the case of alluvial gold, the regulations provide that licences at 21*s.* per month shall be taken out by each miner, such licences conferring a claim to the following spaces, viz., 25 feet of the bank of the river, 25 feet of each bank of a creek or ravine, or 20 square feet of table land.

Such arrangements may be on the whole most congenial to the dispositions of the American miners whom you may have to consider; but I cannot forget that it was the system of enforcing from time to time the licence fee which created in Victoria so much dissatisfaction, and ultimately led to the Ballarat riots, and to the adoption of new rules. The Victorian system was in the main the same as that which you have apparently adopted. It exacted a licence fee of 1*l.* from each miner per month, and, as Sir Charles Hotham says, in a Despatch of 21st November 1855 to Sir William Molesworth, "The "great and primary cause of complaint which I found was undoubtedly the licence fee."

* * * * * *

"Every miner was required to produce at a moment's notice the licence which autho- "rized him to dig. No excuse was admissible. Theoretically, nothing could be more "just than that the man who profited by the gold should pay a proportion to the Crown "for the right of extracting it, but practically nothing could be more unsound." * * * * * * "Even if he were rich enough to pay it, he often could not spare "the time to go to the Government Office and obtain his licence. Thus a general "antipathy to the licence system was engendered, and men's minds prepared for any "measure which might wash away the annoyance." It was then decided that the monthly licence fee should be abolished, and be replaced, independently of royalties, first, by a miner's annual certificate of 1*l.*; secondly, by the payment of 10*l.* per annum on every acre of alluvial soil; and, thirdly, by an indirect tax in the shape of 2*s.* 6*d.* export duty on the ounce of gold.

Experience seems, as far as we yet know, to have justified this change in Victoria. Discontent, with its attendant dangers, has been removed, and by the present system, which appears to be acquiesced in by all parties, a larger revenue is obtained than ever was the case under the earlier arrangement. I observe, indeed, by the last Victorian returns for 1856, that the duties on the export of gold amounted to more than 376,000*l.*

It is, I doubt not, expedient to maintain a distinction between the search for gold in alluvial soil and its extraction by means of machinery from quartz rocks, and I conclude that the object which you have mainly had in view in your regulations on this branch of the subject has been to attract men of capital to the Colony. At the same time, I would request you to consider again with care the expediency of requiring so large a sum as 2,000*l.* security from any individual entering upon this particular field of speculation.

In Victoria, the royalty is not to exceed one-twentieth of the gross produce, instead of being as high as one tenth, and the payment exacted from the miner (1*l.* per yard) is probably less felt, and more remunerative in the long run, as it is in proportion to the work which he achieves, than would be the introduction of capital to the extent of 2,000*l.*, which it must be further borne in mind is nugatory if subsequently invested in other objects of speculation, and burdensome to the individual giving the security if it is to lie idle.

I do not question the correctness of your decision in assigning three years as the period when such licence must be renewed, though there might be cases where the erection of expensive machinery would require some latitude to be allowed in enforcing the rights of the Crown; but the condition that 20 men shall be simultaneously employed upon the claim is one which, under certain circumstances, might press somewhat hardly upon the miner.

The seizure as Crown property of gold of any kind which has been procured without due authority is a question the propriety of which would be governed by the particular circumstances of the case, and the means possessed by the local functionaries for enforcing the rule.

I observe with satisfaction the foundations laid in these regulations for the creation of local tribunals, the attributions of which will enable them either to dispense a ready and simple justice, or to settle disputes by an arbitration on the spot and accessible to all.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No 30.

Copy of a DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 30.)

Sir, Downing Street, October 16, 1858.

I have to acknowledge the receipt of your Despatch No. 34., dated the 19th of August,* containing further reports of the progress of affairs in British Columbia, and urging the importance of your being provided with a military force. The information which this Despatch affords me as to the amount of military aid which you consider would be sufficient to enable you to provide for the maintenance of order amongst the large population which is being so rapidly attracted to the country by the reports of its auriferous wealth induces me to recapitulate to you the steps which I have taken to support your authority, and to explain to you the considerations by which I have been influenced in the various measures I have adopted to aid you in the arduous task of organizing the Government of the Colony.

* Page 27.

2. I trust that long ere this date your anxiety with respect to the presence on your coasts of an adequate naval force will have been allayed. Even before the Act which constituted British Columbia into a Colony had received Her Majesty's assent, I had urged upon the First Lord of the Admiralty the necessity of sending a frigate or man-of-war for the preservation of order in that district. In consequence of my representations the Lords of the Admiralty directed that Her Majesty's ships on the Pacific Station should be reinforced, and instructed Admiral Baynes (since the time at which he addressed to you the letter that you have forwarded to me with your present Despatch) that the presence of a force in your waters was to be considered by him as a more pressing and important service than any other on his Station. By the last advices I was informed that Admiral Baynes would himself leave Callao for Vancouver's Island on the 28th of August, in his flag ship the "Ganges." He will, therefore, have arrived at the Island long since; and I confidently rely upon the Admiral, according to his Instructions, providing for all adequate naval support to this important part of Her Majesty's Dominions. Indeed the First Lord of the Admiralty assures me, in reply to a letter I addressed to him, that Admiral Baynes "will be "followed as quickly as possible by two frigates from China," adding, "this was the "quickest mode of reinforcement we could possibly adopt, and in one case I sent a "new captain overland to take the command of a ship in China which had become "vacant, and proceed at once to the Pacific." I request that you will report to me what vessels at the time this Despatch is received may be actually in your harbour designed for the special support of the Civil Government; and should you deem a still larger force to be requisite for the purpose, your representation to that effect shall have my immediate attention.

3. With regard to your demand for a military force, it is gratifying to me to learn, from your statement that "the affairs of the Government might be carried on smoothly with even a single company of infantry," that I had anticipated and indeed exceeded your requirements, by directions given at the earliest moment for sending to the Colony a party of 150 Royal Engineers. The superior discipline and intelligence of this force, which afford ground for expecting that they will be far less likely than ordinary soldiers of the line to yield to the temptation to desertion offered by the gold fields, and their capacity at once to provide for themselves in a country without habitation, appear to me to render them especially suited for this duty, whilst by their services as pioneers in the work of civilization, in opening up the resources of the country, by the construction of roads and bridges, in laying the foundations of a future city or seaport, and in carrying out the numerous engineering works which in the earlier stages of colonization are so essential to the progress and welfare of the community, they will probably not only be preserved from the idleness which might corrupt the discipline of ordinary soldiers, but establish themselves in the popular goodwill of the emigrants by the civil benefits it will be in the regular nature of their occupation to confer.

4. I regret that this force has been delayed in its departure, notwithstanding the unceasing care and pains I have devoted to the hastening of the necessary preparations; but owing to arrangements with the different Departments of Government, the necessity for due care in the selection of the officers and men for the expedition, and the time required for preparing the vessels for sea, a delay unavoidably occurred that must have caused you an anxiety in which I fully sympathized. Instalments, however, of the force, consisting of twenty and twelve men respectively, under Captain Parsons and Captain

BRITISH COLUMBIA.

Grant, were depatched to the Colony *viâ* Panama, on the 2nd and 17th of September. With the first of these detachments I forwarded your Commission as Governor, having immediately on the return of the Queen from the Continent obtained Her Majesty's signature, and taken your Commission myself on board the vessel in which the instalment of Engineers under Captain Parsons sailed from Southampton. I am glad to be able now to inform you that the "Thames City" has recently left England, having on board 119 men of the expedition. This vessel will be followed in a few days by the "Briseis," laden with stores, &c. belonging to the party; and a small number of men and some additional stores will be sent in the "Euphrates," which is expected to sail in about a month's time. Colonel Moody, who commands the expedition, will proceed to British Columbia *viâ* Panama on the 30th instant, to be in readiness to receive the main body of Engineers on their arrival.

5. Having thus reviewed the military assistance which I have afforded to you, it only remains for me to indicate the policy to be observed in its employment, and particularly to explain to you more fully the objections which I pointed out in my recent Despatch, No. 20. of the 16th ultimo,* to the use of this force in the collection of revenue.

* Page 65.

6. The employment of a royal military force for the purpose of compelling the payment of taxation would in itself be undesirable, and fraught with danger, even in ordinary cases and amidst the most docile population. And it seems to me that objections to such an employment are still stronger in the case of an impost like a licence for gold digging, which would become so odious as to necessitate abandonment if it led to disputes between the adventurers and the military, which might terminate in bloodshed and loss of life. A military force should be considered primarily as intended for the purpose of resisting foreign aggression. Its employment in the internal control of the community must be regarded as strictly subsidiary to the ordinary means of enforcing obedience to the orders of the civil power, and should be resorted to only when those means have, through unexpected circumstances, been found insufficient. The Governor of the Colony should on these principles use every endeavour to render the authority of the Civil Government independent of his military force, and thus be in a position to feel the full advantage of the moral support which the military afford to legitimate authority in proportion to the rarity of their interference. On the other hand, nothing is so important to the peace and progress of the Colony as a well-organized and effective Police; and I find that a Police is always feeble in Colonies that have been accustomed in every disturbance to rely upon soldiers. It is by the establishment of this Civil Constabulary, with a sufficient staff of Stipendiary Magistrates, that I would wish the Colonists to co-operate with the Government in the requisite protection to life and property. Hence I have sent to you the most experienced and trustworthy person I could select amongst the Irish Constabulary (a body of men peculiarly distinguished for efficiency), to serve as Inspector of the Police, and to carry out your Instructions for the formation of a civil force of that character.

You will not, however, suppose from the above observations that armed force, where required for its legitimate duties, will fail to the defence and security of this new part of Her Majesty's Dominions. A naval display of the protection that Great Britain affords to the settlers is, no doubt while I write, already in your harbour, and in sending to you a military force more than that which you state as sufficient I have to add, that should the chance of collision with the Indians, or other elements of danger, need in your judgment additional reinforcements, and you can discern the means by which mere soldiers of the line can be kept from desertion and rendered securely serviceable, your wishes will not fail to meet with earnest and ready consideration.

7. Colonel Moody, however, agrees with me in assuming that, in a population of gold diggers, there will be always enough disappointed adventurers in the prime of life who would enlist at need under the British Flag, and that, having secured able officers, recruits could thus be raised on the spot, more rapidly and economically than military aid could be sent to you from England. With this view (on the correctness of which I should be glad of your opinion), I have sent to you, under Colonel Moody, a few practised and skilful men for cavalry and artillery drill, who are intended to form a nucleus and framework in the Colony itself for such additional military force as may be required.

8. It is my object to provide for, or to suggest to you how to meet, all unforeseen exigencies in the Colony as they may arise; but my views are based on the assumption that the common interest in life and property will induce the immigrants to combine amongst themselves for ordinary purposes, and that, when danger needing military force arises, they will readily gather round and swell the force, which will thus expand in proportion as circumstances require. From England we send skill and discipline; the raw

material (that is the mere men), a Colony intended for free institutions, and on the borders of so powerful a neighbour as the United States of America, should learn betimes of itself to supply.

9. With the scanty information which Her Majesty's Government possess of the nature of the climate of British Columbia in the winter, in the absence of any experience as to the amount of population which may remain during that season at the diggings, they are unable to judge what degree of activity in mining operations may then prevail, what consequently may be the chance during the winter months of armed frays or collisions, and to what extent Revenue and Colonization may be then making progress. But they are led to anticipate that in the winter there must be that pause in immigration and its concomitant difficulties which may allow the preliminary settlement of questions of law and police, and enable you to communicate to them the probable wants and probable resources of the Colony; so that when, at the return of spring, immigration and activity recommence, all suitable preparations may have been made, and the safety and development of the Colony fully and deliberately provided for. It will be very essential, for this purpose, that you should instruct Her Majesty's Government by the best conjecture that you may be able to arrive at, of the probable Revenue on which to calculate; since, in proportion to that Revenue, must be the rapidity with which the Home Government can aid in the growth of the Colony.

10. Referring to the laudable co-operation in the construction of the road which has been evoked by your energy from the good sense and public spirit of the miners, I rejoice to see how fully that instance of the zeal and intelligence to be expected from the voluntary efforts of immigrants, uniting in the furtherance of interests common to them all bears out the principle of policy on which I designed to construct a Colony intended for self-government, and trained to its exercise by self-reliance. The same characteristics which have made these settlers combine so readily in the construction of a road will, I trust, under the same able and cheering influence which you prove that you so well know how to exercise, cause them equally to unite in the formation of a Police, in the establishment of law, in the collection of Revenue, in short, in all which may make individual life secure and the community prosperous. I trust you will assure the hardy and spirited men who have assisted in this preliminary undertaking how much their conduct is appreciated by Her Majesty's Government.

11. I feel thankful for the valuable services so seasonably and efficiently rendered by the "Satellite" and "Plumper."

12. I cannot conclude without a cordial expression of my sympathy in the difficulties you have encountered, and of my sense of the ability, the readiness of resource, the wise and manly temper of conciliation, which you have so signally displayed; and I doubt not that you will continue to show the same vigour, and the same discretion in its exercise; and you may rely with confidence on whatever support and aid Her Majesty's Government can afford to you.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

No. 31.

No. 31.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

Sir, Downing Street, October 16, 1858.

Though I think that you must be in complete possession of my views in respect to the employment of the Royal Engineers, who have been despatched to British Columbia, I desire, nevertheless, and for fear of any possible misunderstanding on your part, to mention that to Colonel Moody and his men do I look for the performance of all the surveying duties in the Colony, and therefore to caution you against accepting the services of other Surveyors or assistants, whose employment would add so much to the heavy expenses which the Colony at its outset is called upon to defray.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

British Columbia.

No. 32.

No. 32.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 32.)

Sir, Downing Street, October 19, 1858.

Enclosure 1. Enclosure 2. I enclose for your information a copy of a letter from the Archbishop of Canterbury, announcing to me the munificent endowment offered by Miss Burdett Coutts for the foundation of a See in British Columbia, together with my reply to that communication.

I have, as you will perceive by the correspondence, gladly accepted this noble contribution to the cause of Christianity; and I rejoice to think that the service and ministrations of the Church will not be wanting to the early stages of Colonial life.

I have, &c.

Governor Douglas, &c, &c. (Signed) E. B. LYTTON.

Enclosure 1 in No. 32.

Enclosure 1 in No. 32.

Sir, Lambeth, September 27, 1858.

I have the honour to acquaint you, that in consequence of the importance which is likely to belong to the Colony of British Columbia, and the expediency of providing for the Spiritual Instruction of the population assembling there, Miss Burdett Coutts has empowered me to propose the appointment of a Bishop there, who may take the oversight of the Clergy, and superintend the religious interest of the country and people; and for that purpose she is prepared to furnish an endowment of the See to the amount of 15,000*l.*

I am in hopes that Her Majesty's Government may consider this so desirable a measure as to consent to the erection of the See.

I have, &c.

The Right Honourable Sir E. Lytton, Bart. (Signed) J. B. Cantuar.

Enclosure 2 in No. 32.

Enclosure 2 in No. 32.

My Lord Archbishop, Downing Street, October 7, 1858.

I have the honour to acknowledge your letter of the 27th ult., in which you inform me that Miss Burdett Coutts desires to devote the large sum of 15,000*l.* to the endowment of a Bishopric in the new Colony of British Columbia.

To lay the foundation of a Christian Church in all its completeness simultaneously with the establishment of a civil policy is a worthy system of colonization, in which, as your Grace rightly apprehends, Her Majesty's Government will gladly co-operate to the best of their ability, and will offer every facility for the erection of the new See. For my own part, as the Minister especially charged with the superintendence and administration of the new Colony, I would desire, through your Grace, to express to Miss Burdett Coutts the high and grateful appreciation which I entertain of this her latest, but not least munificent, contribution to the purposes of Christianity and civilization.

Of recent years, from various causes, the State has greatly departed from the ancient practice of supplementing by grants of land or money the requirements of the Colonial Church. That Church, in consequence, following the analogy of the freer system of self-government which has with happy effect been conceded to many of our Colonies, has thrown herself upon the voluntary efforts of her children, both abroad and at home; but the provision thus made for her Spiritual organization, if indeed less large in amount than it would have been had it been drawn from the ampler resources of the State, has been made in a spirit of self-sacrifice and devotion calculated to give permanent life and fixity to her teaching and Ecclesiastical system.

The best recognition of the present munificent endowment will be found in its leading the colonists of British Columbia to imitate the self-denial and zeal to which their church will owe her early and effective organization

Starting in her career under Episcopal guidance, and complete in all the parts of her system, that Church will commence her Missionary work with more than the usual promise of success. Her field of labour will undoubtedly be arduous. There must be many difficulties in the earlier stages of a society gathered from all parts of the world, and reflecting every variety of the human character; but thus constituted she will prove, I cannot doubt, not only a teacher, but a civilizer; not only a spiritual, but a social blessing, lending in the new world, as in the old, her direct and powerful aid to law and order, bringing education in her train, and reminding the adventurers and Colonists of British Columbia that it is the right use, and not the mere acquisition, of wealth which makes communities, as well as individuals, truly prosperous and happy.

I have, &c.

(Signed) E. B. Lytton.

No. 33.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas.

(No. 35.)

Sir, Downing Street, November 1, 1858.

With reference to my Despatch, No. 22, of the 23rd September*, I transmit herewith, for your information, a copy of the Instructions which I have addressed to Colonel Moody on the eve of his departure to assume his duties in British Columbia.

* Page 66. Enclosure.

I have, &c.

Governor Douglas, &c. &c.

(Signed) E. B. LYTTON.

Enclosure in No. 33.

Enclosure in No. 33.

Sir, Downing Street, October 29, 1858.

1. I think it will be for your satisfaction if I endeavour to reduce to writing, by way of General Instructions, the outlines of that policy for the new Colony of British Columbia which your services, I trust, will assist to develope.

My views as to the uses of a purely military force, in the commencement of a Colony like the present, I am happy to believe are in accordance with your own.

2. I would, at the earliest period, impress upon the Colonists the distinction between disorders arising from internal riot or disturbance, and the dangers that may threaten from foreign aggression.

3. In the first, it is not only the duty, it should be the pride, of a youthful and vigorous community to find means of defence within itself. The consciousness that it is compelled to do so engenders a brave and resolute spirit amongst the immigrators, and serves to bind man to man against turbulence and crime, by the sense of the common safety. I will even add, that where a society finds its best safeguard in the habitual reverence for law, and cannot, in every emergency, appeal to the armed force of the Parent State, a high moral tone of sentiment and opinion becomes silently formed, and even lawless and vehement natures are brought into the calm social compact by which the public interests mould the national character into respect for the laws that preserve hearths and property, and for the qualities that command others without the resort to force.

4. Nothing can be more likely to sap the manhood and virtue of any young community than the error of confounding the duties of soldiers with the ordinary functions of a police. Nevertheless, though soldiers do not constitute a police, there are few societies in which the authority of the civil power is not more respectfully obeyed where it is understood that against disorderly force there is always in reserve the unflinching aid of military discipline.

5. In a Colony like British Columbia, in which it is reasonable to assume that the first immigrants will be men too accustomed to danger to be daunted by the menace of force, but too eager for gold not to respect the means by which gold, when obtained, is secured to its owner, soldiers will be popular in proportion as the strength which they afford to law is tacitly felt rather than obtrusively paraded.

6. No soldiers are likely to be so popular as Royal Engineers; partly, let me hope, from their own military discipline and good conduct; partly from the very respectable class which they represent; partly from the civil nature of their duties in clearing the ready way for civilization. Thus, if not ostentatiously setting forth its purely military character, the force at your command will nevertheless, whenever occasion may need its demonstration, do its duty as soldiers no less than as surveyors. And I need not add that, should the Governor require your assistance in your military capacity, you will render it as freely as if no civil services were attached to your mission. But while the Colonists should be taught the necessity of providing against internal disturbance,—while they should learn to rally round the law, and create themselves the machinery for giving that law its ordinary effect,—on the other hand, they must not be left to suppose that against external aggression Great Britain would not render them the aid due to the dignity of her Crown, and the safety of her subjects in every part of Her Majesty's Dominions;—for wherever England extends her sceptre, there, as against the foreign enemy, she pledges the defence of her sword.

7. It will also be borne in mind that in a Settlement which is surrounded by savage tribes, while sound policy will dictate every effort to conciliate the goodwill and confidence of such uncivilized neighbours, and while humanity will shrink from the application of armed force against the aborigines wherever it can be avoided, yet some military

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strength and disciplined organization are essential preservatives to the settlers; and indeed a resort, when needed, to soldiers, well commanded, will be attended with far less loss of life, with actions far less sanguinary, than where the white man is left to defend himself against the red, without that decided superiority which is conferred by military skill over savage force. In such conflicts the want of discipline is the want of mercy.

8. You will hasten to inform yourself of the true social circumstances of the community thus neighboured by Indian tribes, and containing in itself adventurers of all nations, and will faithfully report to me your impressions as to the expediency of a greater or a different kind of military force sent from this country than that under your command, and the probability of keeping such a force free from desertion, and steadfast in dicipline.

9. At present it is my belief, as I understand it to be your own, that additional military force as against Indian aggression, or for the preservation of order, could be most economically and effectively raised on the place itself and amongst the immigrant population, whether as volunteers or militia under British officers, for a limited period or in anticipation of any sudden danger. But I must submit the accuracy of that belief to your military and Colonial experience on the spot, in connexion with the advice of the Governor.

10. It seems, meanwhile, a good augury of the co-operation of the Colonists in all measures demanding public spirit, that miners themselves are constructing a road, of which seven miles are completed,—that they organized themselves into bands under leaders,—thus recognizing discipline as the element of success in all combined undertakings. Each miner thus employed deposited with the Governor 25 dollars as security for good conduct. I need not add, that a Governor who could thus at once inspire confidence and animate exertion must have many high qualities which will ensure your esteem, and add to the satisfaction with which you will co-operate with his efforts.

On this subject I am bound, in justice to both parties, to guard against any risk of misapprehension as to your respective duties and powers. Whilst I feel assured that the Governor will receive with all attention the counsel or suggestions which your military and scientific experience so well fit you to offer, I would be distinctly understood when I say that he is, not merely in a civil point of view, the first magistrate in the State, but that I feel it to be essential for the public interests that all powers and responsibilities should centre in him exclusively. Nothing could be more prejudicial to the prosperity of the Colony than a conflict between the principal officers of Government.

11. In reference to the Civil Department of your duties, your first object will be to commence the operations necessary for the land sales, by which the expenses of survey are to be defrayed. You will consult with the Governor as to the choice of sites for a maritime town, probably at the mouth of Fraser's River, and for any more inland Capital to which the circumstances of the territory will suggest the most appropriate site.

12. You will not fail to regard with a military eye the best position for such towns and cities, as well as for the engineering of roads and passes, or the laying the foundations of any public works.

Experience on the spot will best guide you as to the most economical distribution of the work by the force under your command. All that belongs to comprehensive survey and public works must belong to the labour of the Royal Engineers. But the ordinary fillings in of allotments for sale had better, perhaps, be executed by contract, and in order to prevent additional burthen on Colonial revenues, it would be well that the cost of survey in allotments be added to the price of them, and each individual thus purchase his land surveyed and cleared.

13. I need scarcely add, that it will be among your first cares to smooth the difficulties of communication by land and water. If you can at slight cost render the Fraser River navigable to a further extent than it is at present, you will direct your science to that object. * * * * *

14. Cæteris paribus, it probably would be better to keep Vancouver and British Columbia under separate Governments; but geography and circumstance are imperious dictators, and control the theories by which, at a distance, we would map out commonwealths and restrict territorial divisions; and therefore I would have you thoughtfully consider both the safest and readiest modes of access to British Columbia from the Pacific, and the several relations between British Columbia and Vancouver's Island indicated by nature and probability.

15. You will further report upon any harbours which exist on any part of our coasts, or any natural facilities which exist for their construction.

16. You will remember that gold is not the only mineral in which British Columbia is said to be rich. You will examine and report to Her Majesty's Government upon all its other mineral productions.

17. You will ascertain the real value of the coal for all purposes of steam communication, both in British Columbia and Vancouver; not only its quality, but the easy working of its mines; whether the coal lies deep or near the surface; whether mining operations are likely to be impeded by much water, bearing in mind that in coal, as in all else, the product is to be estimated by the degree and cost of labour which the supply may necessitate.

18. In this, as in all the mineral products of those Districts, I entreat you to form the most dispassionate and careful judgment, and rather to own ignorance or doubt than ever to allow yourself to be misled by reliance on untested statements. The more ordinary resources of the Colony, in fisheries, in timber, in the various soils, and the extent of them, favourable to agricultural produce, will command your attention, and contribute materials to your reports.

19. With the United States of America so close on the frontiers of the Colony, and their citizens mingled amongst the immigrators; with the Indian tribes, not as yet unfriendly, nor indocile when kindly treated, but thievish by habit, and maddened by the least indulgence in ardent spirits; with a population of settlers in itself so varied and shifting in its character, I need not point out to you the grave necessity of impressing on your officers and men the duties of self-restraint, of forbearance, good temper, and the discretion which avoids provocation and offence.

I would commend to you emphatically the noble art of conciliating varieties of human kind, with the essential concomitants of dignity, sincerity, and firmness. This art, which is amongst the rarest and happiest attributes of statesmen in old societies, is comparatively easy, because more vitally necessary, to those who are called upon to aid in reducing to harmony and order the manifold elements of a new community.

20. I would especially have you use your influence with the men to abstain from drink in a country where intoxication is not unlikely to be a common vice, and by soldierly bearing and respectability of conduct to maintain the high character of that part of the English Army from which they are drawn.

21. You will come in contact with Germans, Frenchmen, Americans; with many who may, perhaps, have prejudices against English institutions and the English character. Most of these prejudices will vanish when they who entertain them are brought into familiar acquaintance with that union of energy and prudence, of the devotion to duty, which Englishmen so quietly blend with the attachment to freedom; and the spirit of loyalty, truth, and upright dealing, which signalize the brighter, and, I believe, the larger, portion of our national character and race. But if those qualities be common to all classes of our countrymen, at least they become more manifest and attractive when set forth with that courtesy, high breeding, and urbane knowledge of the world which dignify the English gentleman and the British officer; and I anticipate no small advantage towards stamping our native idiosyncracies on a Colony which may comprise so many foreigners, and promoting a high social standard of civilization, from the fact that yourself and your brother officers are amongst its practical founders, and cannot fail by the nature of the civil services you render to be brought into frequent and friendly communication with all classes of settlers.

22. I trust that you will work in perfect harmony with the Governor; and that his experience of the localities and of the character of the native population, with your own professional science, will combine to expedite the progress and develope the resources of the Colony.

23. You will not forget the caution I have so strenuously impressed on you in our conversations, viz., that it is a duty we owe to the Colony itself to hazard no large outlays and incur no unnecessary expenses until an adequate Revenue be raised and secured.

24. At the very sound of a Gold Mine avarice and extravagance awake together, and to all the suggestions of rational prudence there is the vulgar outcry, "the gold pays for all." Now as the mother country expects all Colonies not conquered nor founded for purely Imperial purposes to be self-supporting, and as in this Colony she has more than ordinary reason in its mineral resources to do so, nothing could be more unjust to the infant settlement, more retard its prosperity, or lay seeds of more fertile discontent, than to saddle it prospectively with any financial burthens, not needed for safety and healthful development, while its Revenues yet remain a matter of speculation.

25. It must be some time yet before immigrants will be permanently settled, Customs' duties, &c. regularly established, and land allotments sold to any considerable extent;

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and the cost of survey itself in the Colonial pay of the Royal Engineers, &c. is the heaviest and almost the earliest item to which the resources of the Colony should be devoted. All augmentations of the expense thus calculated should be sedulously avoided.

26. I have already explained to you personally (as I have informed the Governor), that it is my desire to see established in British Columbia as early as the state of society will permit free Representative Institutions; but premature or precipitate action in such a case only weakens the object we have in view; and if the fabric is to be lasting the foundations of self-government should be laid with care. All regulations affecting an electoral franchise should be framed so as to suit the special community on which they are brought to bear. I should feel obliged by reports, as the result of your own unbiased opinions, as to the nature, habits, and conditions of the immigrant population; the degree to which education exists; the probabilities of settled residents, and cultivators of the soil, as distinct from casual adventurers, or the inhabitants of a seaport town; with such remarks, confidentially given, as may guide the judgment of Her Majesty's Government in the frame-work of a constitution which will secure tranquillity and order as the only genuine safeguards of popular freedom. These reports, with any other you may remit to me, will be sent, of course, through the Governor.

I have, &c.

Colonel Moody, R.E. (Signed) E. B. LYTTON.
&c. &c.

APPENDIX.

Sketch.

Showing the different

Routes of Communication

with the

GOLD REGION ON FRASER RIVER;

Chiefly Compiled from the routes of

A.C. Anderson Esq.r

& M.c Mackay.

Gold Fields Coloured

5 10 20 30 40 50 60

English Miles

123 122 121 120 119 118 117

51 50 49 48

Anderson L. · L. Seton · Lake · Lake · Lake · Harrison Lake · Lillooett Vil · Lake Lillooett · L. Daisey · L. Cameron · L. Golledge · Fall · Port · Port · Port · East Port · West Port · Pavillon Vil. · Upper Fountain Vil. · Lower · Great Falls · Bridge R. · R. au Pavillon · R. aux Chapeaux · R. au Couteau · Mauvais Rocher · R. du Défaut · Road to New Caledonia · R. Tranquille · North Branch · Fort Kamloops · R. San Poil · Montee · South Branch · L. des Chicots · Thlikumchee-na or Little Fork · Nicholas R. · Nicholas Lake · Camp du Poulain · Grande Prairie · Bouleau R. · Salmon R. · Height of Land dividing the Columbia and Fraser River Waters · Thlikumcheen or S.Fork · Fraser River · Thompson R. · Nicaomeen R. · Lagrimonee R. · Cold water R. · To Nequeloose · Fort Lytton · Mines · Skaoose Vil. · Lzae hoose R. · Tze-wamma R. · Tauz-yowm R. · Anderson R. · Kequeloose Vil. · Jacob's Grave · Spuzzum · Falls · Fort Yale · Hills Bar rapid · Lowest Diggings · Tchaetzeoum R. · Fort Hope · Nca la Own R. · Peers R. · Hoskins R. · Camp du Chevreuil · Councils Punch Bowl & Andersons Tree 1846 · Blackey's Portage to Fort Hope · Blackey's Camp · Tseista or Campment des Femmes · Black Mtn · Cascade · Cascade Range · Much Gold bearing Quartz Rock · Coast Range · Lillooett Spur of the Coast Range · Harrison R. · Port Douglas · Fall · Douglas Road · Douglas R. · Lillooett Vil · P. Pemberton · Indian · Stalahum R. · Mt. Cudge · Skwoluks Pass · Mt. Dallas · Shoodumchuk R. · Howe Sound · Burrard Canal · North Chan.l · Pitt R. · Fort Langley · Fraser River · Sumas R. · Chilwhacook R. · GULF OF GEORGIA · Pt. Roberts · Mt. Baker · Ollumma R. · Military Stn. · Whatcom · Bellingham Bay · Whatcom L. · Spur of Cascade Range · Supposed to be the Noosalh & to discharge near Bellingham Bay · Simillameen R. · Road from Kamloops · Dog L. · Tea R. · Lakes of Forks · Forks of the Okanagan · Talle d'Epinettes · Stoney R. · Pack R. · Bichi R. · Mauvais Rochers · R. à l'Ours · Anse de Sable · Mc Donald R. · Jaques R. · R. Trepannier · Great Okanagan Lake · Gold reported here · Priests Encamp.t · Nicolas Prairie · Trout R. · R. aux Serpents · Road from Kamloops · Rocher de la Biche · Otter Spring · Mc Donald R. · Height of Land dividing the Columbia and Fraser River Waters · Okanagan R. · Upper · Bonaparte R.s · Lower · Rat Lake · R. a la Grise · Fort Okanagan · Columbia R. · Sam a poil R. · Spokan R. · Grande Coulie · Dease R. · Kettle Falls · Fort Colvile · To Walla walla · Mill R. · White Sheup R. · R. Pend Oreille · Mines · 49th Parallel — Boundary Line

Sketch showing the Route Southwards.

Vancouver Island · G. or Georgia · Fuca Strait · C. Flattery · Fraser R. · Fr. Langley · Ollumma R. · Whatcom Vil. & Lake · Bellingham B. · Mt. Baker · Similkameen R. · Okanagan R. · Fr. Okanagan · Columbia R. · Cascade Range · Grande Coulee · Fr. Astoria · Cowlitz R. · Cascades · Vancouver · Columbia R. · Dalles · Portland · Walla walla · Snake R. · Umatilla R. · John Days R. · Clutes R.

J. Arrowsmith Lith.r

Appendix No. 2.

Hand Book to the Gold Regions of Fraser's and Thompson's Rivers, with Table of Distances. By Alexander C. Anderson, late Chief Trader, Hudson's Bay Company's Service.

Notes in reference to the Routes of Communication with the Gold Region on Fraser's River, explanatory of the accompanying Map.

Fraser's River discharges itself into the Gulf of Georgia, a little to the north of the 49th parallel. The head waters of its principal branch interlock with those of the Columbia and the Athabasca. At the distance of 160 miles from its mouth it is joined by Thompson's River, a large stream flowing from the eastward. As indicated in the Map, the Cascade range of mountains, which may be viewed as a continuation of the Sierra Nevada, ceases at this point. Here, and in its immediate vicinity, the diggings which are now creating so much excitement have been in progress since last summer, though their richness, now apparently so well authenticated, was not ascertained till more lately.

There are two distinct lines of approach to these mines: one by the direct route through Fraser's River; the other by way of the Columbia River, by Portland and the Dalles, and thence with pack animals through the trails used until recently by the Hudson's Bay Company for their communications, and for the transport of supplies for the interior.

These routes will be separately considered.

Route viâ Fort Langley.

Fort Langley, the lowest post of the Hudson's Bay Company on Fraser's River, is situated on the left* bank, about 25 miles from the entrance. Thus far the stream is navigable for vessels of considerable burthen, the precaution of sounding or buoying the sand-heads at the entrance being first adopted, in the absence of a qualified pilot. The ascent, however, short as the distance is, is rather tedious for a sailing vessel, as the river is land-locked, and the winds consequently irregular and baffling.

Fort Hope is a small post situated near the mouth of the Que-que-alla River, which falls in 69 miles above Langley. Thence to the foot of the "Falls" is 12 miles further. From that point to Thompson's River Forks is a distance of 54 to 55 miles by the travelled route.

It is questionable how far above Langley a vessel of any considerable draught could readily be taken; but from that post to Fort Hope there seems to be no room to doubt that an efficient steamer of light draught could be advantageously navigated, and, indeed, for some miles higher up. Above the Falls, however, the obstacles to steam navigation, and especially at the higher stages of the water, I judge to be very serious.

Hitherto, bateaux of about three tons burthen have been employed by the Hudson's Bay Company for transport below the Falls; a slow method when the water is high, as the ascent can then be effected only by warping along shore, with the aid of Indian canoes to pass the lines. By this tedious process, an ascent was made during the freshet of 1848, to the foot of the Falls, in eight days; under ordinary circumstances, it would occupy five.

There is a trail (indicated in the sketch as "Douglas Portage") from the upper Teet Village, below the Falls, to Spuz-zum, above the Falls, the lowest village of the Saw-mee-nas, or Couteaux. It is much longer, but not so rough as the passage of the river bank, which is for some distance extremely broken. Both these portages are on the right bank.

The series of rapids called the "Falls" is about three miles in length. There is no such abrupt descent as the name implies. At low water these rapids may be ascended with light craft, by making portages; but at the higher stages of the water they present a difficulty almost insurmountable. During the summer season the rocky shores of the "Falls" are thronged by Indians from the lower country, who resort thither for the salmon fishery. A ceaseless feud, I may here mention, prevails between the Couteau and the lower Indians, who differ from each other widely in many respects.

At Spuz-zum, six miles above the Falls, the river is crossed to the left bank, where is the terminus of a horse trail, opened in 1847 and 1848, across the mountains from the Similk-ameen country, but abandoned afterwards as ineligible, chiefly on account of the difficulties of the Falls.

This trail follows the river to Ke-que-loose, six miles further. At this point is the grave of a servant of the Hudson's Bay Company, who, in 1848, was found shot near the encampment, under circumstances which justified the belief that he died by his own voluntary act. A large cedar statue, of Indian workmanship, and a small enclosure, mark the spot. The banks of the river immediately above this are very rugged; consequently the trail ascends the height (some two thousand feet or more), crosses it, and descends upon Anderson's River, at the Forks of which two bridges were formerly in existence.

The Similk-ameen trail continues inland hence; that leading to the Forks of Thomson's River (indicated by a trail-line in the sketch) diverges, and after a few miles travel again strikes Fraser's River, at Tquâ-yowm, a populous village, six miles above Ke-que-loose, and situated at the mouth of Anderson's River.

Thence to the Forks of Thompson's River, where the miners were last at work, is estimated at thirty-three and a half miles, through a hilly road, in places very stony, and impassable for loaded horses without a large amount of labour in its improvement. Several streams fall in between Tquâ-yowm and the Forks, one of which during the freshets has to be ferried over with canoes. From Tquâ-yowm upwards a marked change in the character of the scenery takes place; though rugged, it

* In this, and all other instances where the like distinctions may be employed, it is with reference to the *descending* stream.

BRITISH COLUMBIA.

is less densely timbered than the lower country, and shows every evidence of a drier climate. The vicinity of Tquâ-yowm itself is rather picturesque; but, what is of more importance, it enjoys a prolific salmon fishery during the season.

From the Forks of Thompson's River, horse roads extend in both directions up Fraser's River, and along Thompson's River, as indicated in the map.

I will now proceed to point out some of the difficulties which embarrass this route, and which, until some better system be organized than at present exists, are deserving certainly of serious consideration.

Assuming the miner to have reached the foot of the Falls by bateau or other conveyance, (and let me here remark that there is no practicable way of reaching this point from Fort Langley except by water), the more formidable impediments to his progress are still in advance. Horses are not procurable here; nor, if procurable, is the country suited for their subsistence. The navigation of the Falls at high water cannot be accomplished; nor, indeed, is the upper portion of the river to be navigated without difficulty at that stage. At the lower stage, these difficulties are so far modified that they may be overcome by portages; but it is to be premised that a certain amount of skill and experience in canoe navigation, which every one is not supposed to possess, is a necessary condition of the undertaking. The alternative is to proceed on foot; but my previous notes will have shown that the trail is a rough one, full of painful inequalities. It would, therefore, be impracticable to convey in this way more than a very limited amount of provisions, to say nothing of tools and other necessaries for mining operations.

From Fort Hope there is a horse trail across the mountains; but no horses are to be procured there, as indeed not any are kept. All these animals, when required for transport, are brought from across the mountain range, and return forthwith. Moreover, the Fort Hope trail does not strike the mining region, but unites with the trail from the Columbia valley, to be presently considered. I subjoin a *resumé* of the distances by the direct trail:

	Miles.	Miles.
Mouth of Fraser's River to Fort Langley		25
To Que-que-alla River	69	
To Falls	12	
	—	81
Falls Rapids	3	
To Spuz-zum	6	
To Ke-que-loose	6	
To Tquâ-yowm	6	
To Forks of Thompson's River	33½	
	—	54½
Total		160½

MEMORANDUM OF DISTANCES BY THE FORT HOPE ROUTE.

	Miles.	Miles.
Fort Hope to the top of Manson's Mountain	12	
Across the valley to Campement du Chevreuil (summit of the Cascade range)	10	
To lake near height of land in Blackeye's Portage	25	
To Tseistn, or Campement des Femmes	20	
To Rocher de la Biche	20	
Total, to the junction with Dalles Trail	—	87
From Rocher de la Biche to Forks of Thomson's River		85
Total, Fort Hope to Forks, Thompson's River		172
Mouth of Fraser's River to Fort Hope		84
Distance viâ Fort Hope—Total		256

N B.—The above distances, as far as Rocher de la Biche, are noted according to the encampments it is necessary to make in order to secure scanty pasturage in the mountain for pack animals.

Route viâ Columbia River and the Dalles.

Every facility of steam navigation exists between Portland and the Dalles. The transit between these two points is performed in part of two days, the intervening night being passed at the Cascades, where travellers are well accommodated. An attempt is being made to extend steamboat navigation as far as the Priest's Rapids, sixty miles above Walla-Walla, and one hundred and ninety from the Dalles; but the success of this project is thus far undecided.

With horses there are two routes to the Priest's Rapids: one crossing the Columbia River at the Dalles, passing over the dividing ridge to the Yackama Valley, and continuing across until the Columbia is again struck at the point in question, where the Columbia is recrossed to its left bank (N.B.—This trail in crossing the Yackama Valley joins the trail which parties from Puget's Sound, crossing by the Nachess Pass, would necessarily follow. The necessity of crossing to the left bank at the Priest's Rapids arises from the impracticable nature of the country on the right side, between that point and Okinagan.)

The other route is by following the left bank of the Columbia from the Dalles to Walla-Walla, crossing the Snake River at its mouth, and thence continuing along the Columbia to the Priest's Rapids. (N.B.—There are several modifications of the latter portion of this route, some of which are shorter; but I instance this for simplicity.)

The first described route is much the shorter, as the great bend of the Columbia River is cut off by it; but the double crossing of the Columbia is a serious obstacle; and the Yackama River, when high, is a troublesome impediment.

For this reason I should prefer the longer route by Walla-Walla, and the more so as it is passable at all seasons, which the other is not, owing to snow in the mountain.

There is good grass by both routes.

From the Priest's Rapids the Indian trail is followed up some 25 miles, when it strikes off the river, and enters the *Grande Coulée*, an extraordinary ravine, the origin of which has been a matter of much speculation. A portion of it is approximately sketched on the map. The bottom of this ravine is very smooth, and affords excellent travelling; good encampments are found at regular intervals. After following it for about 60 miles, the trail strikes off for the Columbia, at a point a few miles beyond a small lake, called by the *voyageurs Le Lac a l'Eau Bleue.* (N.B.—It is necessary to encamp at this lake. There is a small stream 25 miles or so before reaching the lake, which is another regular encampment; and again another streamlet about 30 miles short of that last mentioned, where it would likewise be necessary to encamp. This would be the first encampment in the Grande Coulée after leaving the Columbia. I cannot recall any encamping grounds, other than these three, in this portion of the road.)

Striking off from the point mentioned in a direction about N.N.W., the trail reaches the Columbia a few miles above Fort Okinagan, which post is called 25 miles from the Grande Coulée. Ferrying at the fort (the horses being swum), the trail ascends the Okinagan River, cutting points here and there, as shown in the sketch. At about 60 miles from the post is the Similk-a-meen Fork. The Okinagan is crossed just above the junction. This crossing is narrow, and at the ordinary stage of the water can be forded with ease; at a higher stage, a canoe is hired. There is usually a pretty large concourse of Indians at this point during the salmon season. It is good policy to supply the chief with a little tobacco, to smoke with his followers. Goodwill is thus cheaply secured.

From the Forks the trail ascends the Similk-a-meen; but as the lower part of that river, where it breaks into the Okinagan Valley, is very rugged, it is advisable to ascend the Okinagan some miles, and along the lakes, by the main road towards Kamloops. A trail then branches off, as by the sketch, and ascends the hills towards the Similk-a-meen. After proceeding some distance, there is a small lake, affording a good encampment (called in the map "Crow Encampment"). Continuing thence, the trail falls on the Similk-a-meen above the obstacles referred to. The valley of the Similk-a-meen abounds in good pasture. Except during the freshets, the stream is readily fordable; and the trail accordingly is made to cross it frequently at such seasons, whereby several hills and some stoney places are avoided. During the freshets the left bank is followed without interruption.

At the Red Earth Fork the Similk-a-meen is left. The trail, following up a branch of this valley watered by the Red Earth stream, &c. crosses the height of land which divides the watershed of Fraser's River from that of the Columbia, and descends towards Nicholas Lake. A few miles before reaching the lake there is a cut off, indicated in the sketch, which strikes Nicholas River below the outlet of the lake. This river is crossed to its right bank, and followed about thirty-five miles, when it is recrossed (by fording in both cases at the ordinary stage of the water); and the point is cut, seventeen miles to Nicâ-o-meen on Thompson's River. (N.B.—Besides the advantage of this cut off in point of shortness, the right bank of the stream is very steep and broken between the lower crossing and the junction of the stream with Thompson's River at Thlik-um-chee-nâ.)

Nicâ-o-meen is the commencement of the mining region, as so far declared. Thence it is thirteen miles to the Forks of Thompson's River.

I now append an estimate of the distances by this route, which will be found, I trust, reliable; and I also add a memorandum of the encampments which a party with pack animals might expect to make.

ESTIMATE OF DISTANCES.

	Miles.
From the Dalles across the Yackama Valley to the crossing place above Priest's Rapids - - - - - - - -	125

Five days' march with packs.

By Walla-Walla.

Dalles to Walla-Walla - - - - - -	130	
To crossing place above Priest's Rapids - - - -	60	
	——	190

Eight days' march with packs.

From the Priest's Rapids crossing to the Grande Coulée - -	25	
Along the Grande Coulée - - - - - -	60	
To Okinagan - - - - - - - -	25	
	—	110

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	Miles.	
From Okinagan to Forks of Similk-a-meen - - - - -	60	
To Red Earth Fork - - - - - -	90	
To cut-off near Nicholas Lake - - - - -	55	
To lower crossing, Nicholas River - - - -	35	
Across to Nicâ-o-meen - - - - - -	17	
To Forks of Thompson's River - - - - -	13	
		270
Total distance from the Priest's Rapid crossing place to Thompson's River forks - - - - - - - - - -		380

Distance from the Dalles by the several Routes.

Yackamâ route - - - - - - -	125 × 380 = 405
Walla-Walla - - - - - - - -	190 × 380 = 570

Estimate of March from the Priest's Rapids Crossing to the Forks of Thompson's River.

1st—Encampment on the Columbia, near where the trail leaves the river.
2nd—On first rivulet in Grande Coulée
3rd—On second rivulet in do.
4th—At the small lake in do.
6th—At Okinagan.
7th—Rivière à la Grise, or Rat Lake.
8th—Upper Bonaparte's River.
9th—Forks of Similk-a-meen.
10th—Crow Encampment.
11th, 12th, and 13th—Along the Similk-a-meen.
14th—At or beyond Red Earth Fork.
15th—Near Rocher de la Biche.
16th—Cut off near Nicholas Lake.
17th—Upon Nicholas River.
18th—Nickâ-o-meen.
19th—Forks of Thompson's River.

Or, 27 days from the Dalles, viâ Walla-Walla.

It may be noted here that, throughout the distance, there are no obstacles to an easy march beyond those that I have endeavoured to note. Pasture and water are plentiful, and fuel, for the greater part of the distance, likewise abounds. Along the Columbia, the country is bare of timber; elsewhere the valleys are clear, the hills sparsely timbered with the Colville red pine (*pinus ponderosa*). There are numerous tracts of very fertile soil.

As already mentioned, there are two trails across the Cascade range for the neighbourhood of the Similk-a-meen country; one striking to Ke-que-loose and Spuz-zum, above the Falls; the other at Fort Hope, below the Falls. The former was abandoned in 1849, chiefly on account of the difficulties of the Falls. As it approaches Fraser's River, too, it is extremely rugged. The Fort Hope route is used by the Hudson's Bay Company for the transport between Fraser's River and the several inland districts. The route over the mountains is short, but rugged, and pasture is scarce. It is of course impassable with horses, except after the melting of the snows late in June, and until about the middle of October. Both these routes, as will be seen by the sketch, unite with the Dalles trail at different points.

MEMORANDA AND NOTES

On several Subjects connected with the Mining Region.

The gold found in the Couteau country has so far been procured chiefly from dry diggings. It is "coarse" gold, and its quality stands high in the market. Considerable quantities are reported to have been dug by the natives, who, so far, appear to have been the chief miners.

The Nicoutameens* or Couteaux are numerous. They and other branches of the great She-whap-much tribe inhabit the banks of Fraser's River, from a little above the Falls to the frontier of New Caledonia. Their extreme poverty formerly made them roguish, and their reputation was bad; but my own experience of their character was nowise unfavourable. These Indians subsist chiefly on salmon and various kinds of roots and berries. Their salmon they cure by splitting and drying, either in the smoke or sun.

The Indians between Fort Langley and the Falls, known as Hait-lins, Pal-lalks, Teets, &c. according to the villages which they inhabit, differ widely from the Couteaux both in habits and language. They are ingenious and thrifty, and having said this, it is about all I can say in their

* *Couteaux*, or *Knives*, is merely a corruption by the Canadian *voyageurs* of the native name. The Lower Indians call them *Saw-mee-nâ*; they, in turn, call the Lower Indians *Sâ-chi-no*; neither party recognizing the foreign name.

favour. They are, however, not indisposed towards whites, and, considerately treated, will doubtless remain so.

As before mentioned, the upper and lower Indians have a standing feud, which is kept alive by a treacherous murder every now and then, as occasion presents.

The miner visiting these regions will find no native resources beyond what the river supplies. Land animals are scarce, and withal so much hunted as to be extremely shy. Salmon can usually be bought very cheaply; but as there is no salt save what may be imported, there is no way of curing the fish but by the Indian method. At Ska-oose, below the Forks, is a good sturgeon fishery; and elsewhere in the eddies these fish may be caught. A strong line with some large cod hooks might be a useful addition to the miner's equipment. Set lines are an efficient way of catching these fish, the bait a small fish, or what is better, when procurable, a lamprey-eel. There are trout in the streams; and on the Dalles communication grouse of various kinds, sage hens, and other fowl are generally abundant.

In ascending Fraser's River mosquitoes are very numerous during the summer season, and as the sea-breeze is rarely felt, the air is extremely sultry. Near the Tchae-tse-sum River, below Fort Hope, the mosquitoes suddenly cease, and thence upwards the river is free of these troublesome pests.

The regular freshets begin at the latter end of April, and last during May and June. About the 15th of June may be regarded as the culminating point; and by the middle of July the waters are generally greatly subsided. There is rarely a freshet of much consequence at any other season, but this sometimes happens, and I have known a sudden freshet from heavy rains in October raise the river beyond the summer limit.

Snow begins to fall in the mountains early in October. In July there is still snow for a short distance on the summit of the Fort Hope trail, but not to impede the passage of horses. From the middle of October, however, to the middle of June, this track is not to be depended upon for transport with pack animals.

The summer climate about the Forks is dry, and the heat is great. During winter the thermometer indicates occasionally from 20° to 30° of cold below zero of Fahrenheit; but such severe cold seldom lasts on the upper parts of Fraser's River for more than three days; the thermometer will then continue to fluctuate between zero and the freezing point, until possibly another interval of cold arrives.

But the winters are extremely capricious throughout these regions, and no two resemble each other very closely. In general the snow does not fall deep enough along the banks of the main streams to preclude winter travelling with pack animals. The quality of the pasture is such (a kind of bunch grass in most places) that animals feed well at all seasons. There are many spots between the Similk-a-meen Valley and Okinagan that are specially favourable for winter ranches. In some the snow never lies, however deep it may be around.

The country, from the mouth of Fraser's River up to the Falls, is thickly wooded, mountainous, and impassable, so to speak, for man or beast. The river becomes more contracted above Fort Hope. Above the Falls, as far as Tquâ-yowm, the character of the country continues to resemble the same distance below. At Tquâ-yowm, however, as already noticed, a change takes place, and the evidences of a drier climate begin to appear. These continue to become more marked as we approach the Forks. At Thlik-um-chee-nâ, or the Little Fork., and upwards, rattle-snakes, wormwood and the cactus (prickly bear), characterise the scene; and some of these attributes extend thence downward for some distance.

At this point (Thlik-um-chee-nâ, the junction of Nicholas River with Thompson's River), the horse region may be said fairly to commence. Hence, to the frontiers of New Caledonia northward, and southward to the Pampas of Mexico, this useful animal is the best servant of man. Horses, however, are dear luxuries (comparatively speaking) in this quarter. At the Dalles, and around Walla-Walla, they are more numerous, and may be bought at very moderate rates.

In conclusion, I would suggest to every miner, by which road soever he may travel to the Couteau mines, to supply himself well beforehand, as he can depend upon little in that region, save what is imported by himself or others.

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For Her Majesty's Stationery Office.

BRITISH COLUMBIA.

RETURN to an Address of the Honourable The House of Commons, dated 17 February 1859;—*for*,

"RETURNS of all APPOINTMENTS, Civil, Military, and Ecclesiastical, made or authorised by the Home Government, to the Colony of *British Columbia*; stating the Names of PERSONS appointed, the DATES of their Appointments, and the SALARIES in each Case:"

"And, of any other CHARGES connected with the Colony authorised by the Home Government."

Colonial Office, 18 March 1859.

CARNARVON.

I.

APPOINTMENTS to CIVIL OFFICES created by Her Majesty's Government.

OFFICE.	NAME OF PERSON APPOINTED.	DATE OF APPOINTMENT.	SALARY.
			£.
Governor of British Columbia and Vancouver's Island.	James Douglas, C.B.	2 Sept. 1858	1,800
Judge	Matthew W. Begbie	2 Sept. „	800
Colonial Secretary	W. A. G. Young	6 Jan. 1859	500
Treasurer	W. Driscoll Gosset, Captain R.E.	12 Oct. 1858	500
Attorney-General	George H. Cary	– March 1859	400
Inspector of Police	Chartres Brew	2 Sept. 1858	500
Collector of Customs	Wymond Hamly	16 Sept. „	400
Harbour Master	James Cooper	2 Sept. „	400
		£.	5,300

II.

ECCLESIASTICAL APPOINTMENTS.

OFFICE.	NAME.	DATE OF APPOINTMENT.	STIPEND.
Bishop	Rev. George Hills, D.D.	November 1858	Endowment by Miss Burdett Coutts.
Clergyman	Rev. J. Gammage	September „	Paid by Society for Propagation of the Gospel.
Clergyman	Rev. — Crickmer	October „	Paid by Colonial Church Society.

III.

EXPENSES connected with SURVEY to be defrayed from the Sale of Lands in the Colony, or in default thereof, the other branches of the Colonial Revenue.

Salary of Commissioner of Lands and Works—Colonel Moody, R. E., (appointed on 23d August)	£. 1,200 – –
Colonial allowances to Officers of Royal Engineers:	
3 Captains, £. 350 each 2 Subalterns, 250 „	1,550 – –
Working pay of Men of Royal Engineers:	
9 Sergeants	3 *s.* to 5 *s.* each per diem.
16 Corporals 125 Sappers	1 *s.* to 4 *s.* „
Stores supplied to the Engineers, &c.	£. 18,726 7 1

IV.

PAYMENTS made out of the Colonial Revenue, and sanctioned by Her Majesty's Government.

	£.	*s.*	*d.*
Additional pay to the crews of Her Majesty's ships "Satellite" and "Plumper" till 30 September 1858, when it was discontinued	3,372	6	3
Construction of roads	10,000	–	–

V.

INCIDENTAL EXPENSES incurred by Her Majesty's Government.

	£.	*s.*	*d.*
Passages of Officers and their families to British Columbia	700	–	–
Incidental expenses of Colonel Moody in England	58	5	4
Letters Patent, erecting British Columbia into a Colony	39	17	4
£.	798	2	8

VI.

MILITARY EXPENDITURE.

	£.	*s.*	*d.*
Regimental pay of the Royal Engineers:			
Colonel Moody, commanding	330	–	–
1 Captain	202	–	–
1 Second Captain	202	–	–
1 Ditto ditto	202	–	–
1 Subaltern	125	–	–
1 Ditto	125	–	–
1 Surgeon (with Colonial pay)	600	–	–
£.	1,786	–	–

Regimental pay of the Royal Engineers—*continued.*

1 Colour-sergeant and Acting Sergeant-major - -	3 *s.* 10½ *d.*	per diem.
1 Sergeant and Acting Quartermaster-sergeant - -	3 *s.* 4½ *d.*	„
7 Sergeants - (each) - - - - - - -	2 *s.* 10½ *d.*	„
8 First Corporals „ - - - - - - -	2 *s.* 2½ *d.*	„
8 Second Corporals „ - - - - - - -	1 *s.* 10¾ *d.*	„
2 Buglers } 123 Sappers } - „ - - - - - - -	1 *s.* 2½ *d.*	„

Transport of the Engineers and Stores to British Columbia:	£.	*s.*	*d.*
2 Captains and 32 men sent *viâ* Panama - - - - -	3,390	–	–
Transport of the rest of the Detachment and Stores by Cape Horn, (estimated cost) - - - - - - - - - - -	5,946	–	–
	9,336	–	–

Extract of a Despatch from Governor *Douglas* to Sir *E. B. Lytton*, dated Vancouver's Island, 27th December 1858. No. 56.

In my despatch, No. 51, of the 14th instant, I estimated the revenue for the coming year at 100,000 *l.* sterling, assuming that the import duty on goods would yield the sum of 80,000 *l.*, and a proposed export duty on gold about 20,000 *l.*; in all 100,000 *l.* per annum.

The sale of public land will also, I trust, yield a considerable revenue, as well as mining and other fees, so that I am in hopes of being able after the first year to pay all our own expenses.

BRITISH COLUMBIA.

RETURNS of all APPOINTMENTS, Civil, Military, and Ecclesiastical, made or authorised by the Home Government, to the Colony of *British Columbia*; stating the Names of Persons appointed, the Dates of their Appointments, and the Salaries in each Case; and, of any other CHARGES connected with the Colony authorised by the Home Government.

(*Sir William Dunbar.*)

Ordered, by The House of Commons, *to be Printed,*
21 *March* 1859.

146.

Under 1 *oz.*

MR. G. H. RYLAND.

RETURN to an Address of the Honourable The House of Commons, dated 13 July 1858;—*for*,

A "COPY of all PAPERS and CORRESPONDENCE, or EXTRACTS of CORRESPONDENCE, between the Imperial Government and Government of *Canada*, from the 1st day of June 1855, relative to the Case of Mr. *George H. Ryland*, formerly Clerk of the Council in *Canada*, including Lord *John Russell*'s Despatch of the 20th July 1855, together with Instructions issued to Chief Justice *Carter* to examine and report on the Case, and his REPORT thereon, with accompanying Papers."

Colonial Office,
22 February 1859.

CARNARVON.

(*Captain Vivian.*)

Ordered, by The House of Commons, *to be Printed*,
23 *February* 1859.

SCHEDULE.

DESPATCHES FROM GOVERNOR TO SECRETARY OF STATE.

Number in Series.	FROM WHOM.	DATE AND NUMBER.	SUBJECT.	Page.
1	Sir E. Head, Bart., to Right Honourable Lord John Russell, M.P.	4 Aug. 1855 (No. 96).	WILL BRING THE CASE OF MR. RYLAND BEFORE THE EXECUTIVE COUNCIL on the return of the absent Members - - - - -	1
2	Sir E. Head, Bart., to Right Honourable Sir William Molesworth, Bart.	28 Sept. 1855 (No. 129).	ENCLOSES MINUTE OF EXECUTIVE COUNCIL, AGREEING TO THE APPOINTMENT OF A COMMISSION OF INQUIRY, but with the understanding that the Canadian Government shall not be pledged thereby to the payment of any part of such compensation. Is of opinion that one Commissioner would be sufficient, and that he should be selected by the Secretary of State from another Colony - - - - - - - - - -	1
3	Sir E. Head, Bart., to Right Honourable H. Labouchere, M.P.	4 Feb. 1856 (No. 23).	APPOINTMENT OF CHIEF JUSTICE CARTER, OF NEW BRUNSWICK, AS ARBITRATOR. Encloses copy of a Despatch to Lieutenant-Governor of New Brunswick, approving appointment - -	2
4	Sir E. Head, Bart., to Right Honourable H. Labouchere, M.P.	23 June 1856 (No. 92).	ENCLOSES LETTER FROM MR. RYLAND, COMPLAINING OF DELAY in deciding on his case - - - - - - - - - - -	3
5	Sir E. Head, Bart., to Right Honourable H. Labouchere, M.P.	24 July 1856 (No. 113).	ACKNOWLEDGES DESPATCH RELATIVE TO CHIEF JUSTICE CARTER'S APPOINTMENT. Reports that no formal instrument of appointment is necessary. One Commissioner sufficient - - - - - - - - - -	3
6	Sir E. Head, Bart., to Right Honourable H. Labouchere, M.P.	6 Mar. 1857 (No. 38).	ENCLOSES COPY OF A REPORT OF THE COMMITTEE OF EXECUTIVE COUNCIL. They cannot advise that any portion of Chief Justice Carter's award be paid from Canadian funds - -	4
7	The Officer administering the Government to Right Honourable H. Labouchere, M.P.	20 Aug. 1857 (No. 21).	REQUESTS THAT THE PAYMASTER-GENERAL IN ENGLAND MAY BE INSTRUCTED TO ACCEPT MR. RYLAND'S DRAFT FOR £. 3,698. 12*s.* 7*d.* STERLING (£. 4,500 currency) -	4
8	The Officer administering the Government to Right Honourable H. Labouchere, M.P.	19 Oct. 1857 (No. 41).	ENCLOSES LETTER FROM MR. RYLAND TO MR. LABOUCHERE, RELATIVE TO HIS CLAIM, in which he acknowledges having received the Imperial portion of the award, and urges payment of the other moiety by Canadian Government. Anim-adverts on the tone of Mr. Ryland's letters addressed to Sir E. Head and himself - - - - -	5
9	Right Honourable Sir E. Head, Bart., to Right Honourable Sir E. B. Lytton.	29 Oct. 1858 (No. 136).	ENCLOSES MINUTE OF COMMITTEE OF COUNCIL, RECOMMENDING THE LEGISLATURE TO GRANT REMAINING MOIETY -	6

DESPATCHES FROM SECRETARY OF STATE TO GOVERNOR.

Number in Series.	FROM WHOM.	DATE AND NUMBER.	SUBJECT.	Page.
1	Right Honourable Lord John Russell, M.P., to Sir E. Head, Bart.	20 July 1855 (No. 51).	RECOMMENDS THE APPOINTMENT OF A COMMISSION TO EXAMINE AND REPORT ON THE AMOUNT OF COMPENSATION DUE TO MR. RYLAND. Her Majesty's Government would propose to Parliament to share equally with the Canadian Government the amount awarded by the proposed Commission - - - - -	7
2	Right Honourable Sir William Molesworth, M.P., to Sir E. Head, Bart.	10 Aug. 1855 (No. 15).	MUST POSTPONE FURTHER CONSIDERATION OF CASE UNTIL RECEIPT OF ANSWER TO LORD JOHN RUSSELL'S DESPATCH - - - - - - - - -	8
3	Right Honourable H. Labouchere, M.P., to Sir E. Head, Bart.	13 Dec. 1855 (No. 12).	HER MAJESTY'S GOVERNMENT WILL APPOINT A COMMISSION TO EXAMINE AND REPORT ON AMOUNT OF COMPENSATION - - - - - - - - - -	8
4	Right Honourable H. Labouchere, M.P., to Sir E. Head, Bart.	9 July 1856 (No. 108).	As to delay in disposing of Mr. Ryland's case - -	9
5	Right Honourable H. Labouchere, M.P., to Sir E. Head, Bart.	28 Nov. 1856 (No. 172).	FORWARDS REPORT OF CHIEF JUSTICE CARTER, CONTAINING HIS PROPOSED MODE OF SETTLEMENT OF CLAIM - -	9
6	Right Honourable H. Labouchere, M.P., to Sir E. Head, Bart.	4 Mar. 1857 (No. 23).	MR. RYLAND MAY BE FURNISHED WITH A COPY OF CHIEF JUSTICE CARTER'S AWARD. No further representation can be received from him respecting it - - - - - - -	10
7	Right Honourable H. Labouchere, M.P., to Sir E. Head, Bart.	1 July 1857 (No. 89).	DIRECTS MR. RYLAND TO BE INFORMED THAT THE PAYMASTER-GENERAL IN THIS COUNTRY HAS BEEN INSTRUCTED TO ISSUE TO HIM THE SUM OF £.4,500 CURRENCY. Expresses the hope of Her Majesty's Government that the Council will reconsider their Report - - - - - - - - - -	11
8	Right Honourable H. Labouchere, M.P., to Right Honourable Sir E. Head, Bart.	17 Nov. 1857 (No. 53).	ACKNOWLEDGES DESPATCH, STATING IT TO BE MR. RYLAND'S INTENTION TO PROCEED TO ENGLAND - - - -	11
9	Right Honourable Sir E. B. Lytton, Bart., to Right Honourable Sir E. Head, Bart.	7 Oct. 1858 (No. 68).	REQUESTS TO BE INFORMED WHETHER THE COUNCIL HAVE TAKEN ANY MEASURES FOR THE PAYMENT OF THE CLAIM. If not, requests that that Body may be invited to resume Consideration, and trusts the Legislature will liquidate the Claim - - - - -	12
10	Right Honourable Sir E. B. Lytton, Bart., to Right Honourable Sir E. Head, Bart.	3 Dec. 1858 (No. 96).	EXPRESSES SATISFACTION AT RECEIVING REPORT OF EXECUTIVE COUNCIL - -	12

APPENDIX.

Chief Justice Carter's Award - - - - - - - - - - - - - - - - 13

COPY of all PAPERS and CORRESPONDENCE, or EXTRACTS of CORRESPONDENCE, between the Imperial Government and Government of *Canada*, from the 1st day of June 1855, relative to the case of Mr. *George H. Ryland*, formerly Clerk of the Council in *Canada*, including Lord *John Russell's* Despatch of the 20th July 1855, together with Instructions issued to Chief Justice *Carter* to examine and report on the case, and his REPORT thereon, with accompanying Papers.

Despatches from Governor-General the Right Honourable Sir Edmund Head.

— No. 1. —

(No. 96.)

No. 1.
Sir E. Head to Right Hon. Lord J. Russell.
4 August 1855.

COPY of DESPATCH from Governor-General Sir *Edmund Head* to the Right Honourable Lord *John Russell*.

Government House, Quebec, 4 August 1855.
(Received, 20 August 18 55

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, No. 51, of the 20th ultimo,* relating to the case of Mr. G. H. Ryland, and suggesting a mode of arriving at a solution of the difficulty which has hitherto impeded a satisfactory settlement of his case. I beg to inform your Lordship that so soon as the return of the absent Members of my Executive Council will enable the matter to be considered by that body properly, and with effect, I will not fail to confer with them on the best means of carrying out your Lordship's wishes.

* *Vide* p. 7.

I have, &c.
(signed) *Edmund Head.*

— No. 2. —

(No. 129.)

No. 2.
Sir E. Head to Right Hon. Sir W. Molesworth, Bart.
28 Sept. 1855.

COPY of DESPATCH from Governor-General Sir *Edmund Head* to the Right Honourable Sir *William Molesworth*, Bart.

Government House, Quebec, 28 September 1855.
(Received, 15 October 1855.)

Sir,

(Answered, No. 12, 13 December 1855, page 8.)

WITH reference to Lord John Russell's despatch of 20th July 1855 (No. 51),* I have now the honour to enclose a copy of a Minute of Council, approved by me this day, in which the Executive Council convey their views with regard to Mr. Ryland's case.

* *Vide* p. 7.

Enclosure.

The Council advise the acceptance of Lord John Russell's proposal for the appointment of a Commission, but at the same time decline to admit that the Canadian Government is thereby pledged to pay any part of compensation found to be due to Mr. Ryland.

Looking back to the transactions in Council in the year 1846, as well as to the very strong words of the despatch of the Right Hon. Mr. Gladstone, of the

 1st May

1st May 1846,* rejecting any claim on the part of Mr. Ryland, Her Majesty's Government can hardly wonder at the reluctance of the present Executive Council to bind themselves to the payment of a portion of this indemnity until the matter shall have been before the Legislature.

* *Vide* House of Lords' Paper, No. 112, of Session 1850, p. 103.

I am of course aware that the Resolution of the Legislative Assembly of Canada, of the 12th May 1846, based on the Report of a Committee presented to the House on the 17th April of the same year, recognised the force of Mr. Ryland's claims as against Her Majesty's Government.

The case appears to be one in which it would scarcely be necessary to send a Commissioner from England. At the same time it might appear unfair to Mr. Ryland to appoint a Canadian, whose judgment might be already prejudiced. Under these circumstances, it will be for Her Majesty's Government to consider the propriety of selecting a Commissioner or Commissioners from another colony. A gentleman could probably be found whose colonial experience would enable him to appreciate the true merits of the case, and whose integrity and fairness could be relied on by all parties.

I am of opinion that one Commissioner would be sufficient, and that such Commissioner should be named by the Secretary of State. I apprehend that the expense of the inquiry will in the first instance be borne by the English Government, and that the repayment of half of such expense must depend on the ultimate liability admitted by the colonial legislature.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 2.

Encl. in No. 2.

ON a DESPATCH from the Right Honourable Lord *John Russell*, dated Downing-street, 20 July 1855, on the case of Mr. *G. H. Ryland*, formerly Clerk and Registrar of the Executive Council of the United Province of *Canada*.

Executive Council Chamber, 28 September 1855.

THE Committee concur with Her Majesty's Imperial Government in the propriety of bringing the case of Mr. G. H. Ryland to a satisfactory and final decision, and would therefore respectfully recommend that the proposal made by Lord John Russell's despatch of the 20 July 1855 to appoint a Commission to examine and report upon the fair amount of compensation which would be due to Mr. Ryland under the terms of Lord Sydenham's guarantee be accepted, but with the understanding that the Canadian Government shall not be thereby held as pledged towards the payment of any part of such compensation.

All which is respectfully submitted.

(signed) *Allan N. Macnab.*

— No. 3. —

No. 3.
Sir E. Head to Right Hon. H. Labouchere, M. P.
4 February 1856.

(No. 23.)

COPY of a DESPATCH from Governor-General Sir *Edmund Head* to the Right Honourable *H. Labouchere*, M. P.

Government House, Toronto, 4 February 1856.

Sir, (Received, 25 February 1856.)

I HAVE received from the Lieutenant-governor of New Brunswick a despatch marked "confidential," with reference to a proposal to appoint Chief Justice Carter, of New Brunswick, as the Commissioner to arbitrate on Mr. Ryland's claim.

Chief Justice Carter's duties will prevent his visiting Canada until early in the month of May.

Having replied to the Honourable Mr. Manners Sutton, I now enclose a copy of my despatch for your information.

3 February 1856.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 3.

Sir, Government House, Toronto, 3 February 1856. Encl. in No. 3.

I HAVE the honour to acknowledge your letter of January 23 (marked confidential) and its enclosure.

So far as the Canadian Government is concerned, the time named by Chief Justice Carter would be unobjectionable; and I can say with confidence that no better man could be selected for the duty which it is intended he should discharge.

I have, &c.
(signed) *Edmund Head.*

His Excellency
the Honourable J. T. H. Manners Sutton,
&c. &c. &c.

— No. 4. —

(No. 92.)

No. 4.
Sir E. Head to Right Hon. H. Labouchere, M. P.
23 June 1856.

COPY of DESPATCH from Governor-General Sir *Edmund Head* to Right Honourable *H. Labouchere*, M. P.

Toronto, 23 June 1856.
(Received, 7 July 1856.)

Sir, (Answered, No. 108, 9 July 1856, page 9.)

I HAVE received the enclosed letter from Mr. Ryland.

I can take no course other than that of forwarding it for your consideration, as I have no official information of Chief Justice Carter's appointment; although I know privately that he was surprised at not having received instructions to proceed to Canada earlier in the year. Enclosure.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 4.

Sir, Russell's Hotel, Toronto, 21 June 1856. Encl. in No. 4.

HAVING received a communication from his Grace the Duke of Argyle in March last, informing me that Chief Justice Carter of New Brunswick had been appointed by the Imperial Government as its Commissioner in my case, and his Excellency the Governor-general having I believe had a private intimation to the same effect, I cannot but feel some surprise that no further steps have been taken to carry out this decision, particularly as the sittings of both the imperial and local Parliaments are now drawing to a close, thereby precluding all possibility of an application to these bodies during the present Session for any portion of the amount which the Commissioner may pronounce due to me.

Under these circumstances I trust his Excellency will not decline to bring the subject under the notice of the Secretary of State, with a view to some speedy action in the matter.

I have, &c.
(signed) *G. H. Ryland.*

R. T. Pennefather, Esq., Government Secretary.

— No. 5. —

(No. 113.)

No. 5.
Sir E. Head to Right Hon. H. Labouchere, M. P.
24 July 1856.

COPY of DESPATCH from Governor-General Sir *Edmund Head* to the Right Honourable *H. Labouchere*, M. P.

Government House, Toronto, 24 July 1856.

Sir, (Received, 12 August 1856.)

I HAVE had the honour of receiving your despatch of the 9th instant, No. 108,* relative to Chief Justice Carter's appointment as Commissioner in Mr. Ryland case.

* *Vide* page 9.

According to my view of the matter and that of my Council, there will be no occasion for issuing any formal instrument to enable Mr. Carter to discharge his duties in this case, nor do I see any advantage to be gained by associating another Commissioner with him.

I have, &c.

(signed) *Edmund Head.*

— No. 6. —

No. 6.
Sir E. Head to Right Hon. H. Labouchere, M. P.
6 March 1857.

(No. 38.)

COPY of DESPATCH from Governor-General Sir *Edmund Head* to the Right Honourable *H. Labouchere*, M. P.

Government House, Toronto, C. W.,
6 March 1857.
(Received, 24 March 1857).

Sir, (Answered, No. 89, 1 July 1857, page 11).

I HAVE the honour to enclose a copy of a recommendation of the Executive Council, made to me and approved on the 5th March, with reference to the proposed indemnity to Mr. Ryland.

You will see that the members of my Council do not feel justified in arriving at a conclusion different from that which has been repeatedly adopted by preceeding Governments.

I have, &c.

(signed) *Edmund Head.*

Enclosure in No. 6.

Encl. in No. 6.

COPY of a REPORT of a Committee of the Honourable the EXECUTIVE COUNCIL, dated 5th March 1857, approved by His Excellency the GOVERNOR-GENERAL.

ON the Despatch from the Right Honourable the Secretary of State for the Colonies, dated 25th November 1856, No. 172,* transmitting copy of the Report of Chief Justice Carter, the Commissioner appointed to investigate the claim of George H. Ryland, esquire, to compensation for loss of office; and on the Order in Council of the 28th September 1855, relating to that subject, and which states that Canada offers no opposition to the proposal to appoint a Commissioner, on the understanding that the Canadian Government should not be thereby held as pledged towards the payment of any part of the compensation which might be awarded by him, and on referring to the various communications had with the Imperial Government on the subject, the Committee see no new ground on which they can advise a departure fromthe decision so often come to by the Government and Legislature here, in rejecting Mr. Ryland's claim to compensation from Canada; and they therefore regret that they cannot advise your Excellency to recommend to Parliament to make provision for paying any portion of Mr. Chief Justice Carter's award.

* *Vide* p. 9.

— No. 7. —

(No. 21.)

No. 7.
The Officer administering the Government to Right Hon. H. Labouchere, M. P.
20 August 1857.

COPY of DESPATCH from the Officer administering the Government to the Right Honourable *H. Labouchere*, M. P.

Government House, Toronto, 20 August 1857.

Sir, (Received, 7 September 1857.)

HAVING in obedience to your instructions, contained in your Despatch No. 89 of the 1st July,† informed Mr. Ryland that directions have been given to the Paymaster-general in England to issue to him the sum of 4,500 *l.* currency,

I have

† *Vide* p. 11.

I have the honour to state that Mr. Ryland has informed me of his intention to draw a bill of exchange on the Paymaster-general for the sum of three thousand six hundred and ninety-eight pounds, twelve shillings, and seven pence sterling (3,698 *l.* 12 *s.* 7 *d.* sterling), which is the true value in sterling at the par of 109 ½ of 4,500 *l.* currency.

I have accordingly to request that instructions may be given to the Paymaster-general to accept Mr. Ryland's draft.

I have, &c.
(signed) *Wm. Eyre,*
Lieut.-General Administering the Government.

— No. 8. —

(No. 41.)

No. 8.
The Officer administering the Government to Right Hon. H. Labouchere, M. P.
19 October 1857.

COPY of DESPATCH from the Officer administering the Government to the Right Honourable *H. Labouchere,* M. P., &c. &c. &c.

Government House, Toronto, C. W.,
19 October 1857.
(Received, 10 November 1857.)

Sir, (Answered No. 53, 17 November 1857, p. 11.)

I HAVE the honour to forward, at the request of Mr. Ryland, the enclosed letter relative to his claim for compensation. 12 October 1857. Enclosure.

You have learnt, from Sir Edmund Head's despatch of 6 March 1857, No. 38,* that the Executive Council of this province declined to depart from the decision arrived at in this case by previous Governments.

* Page 4.

With regard to the tone of the letter, I would remark, that Mr. Ryland has, on more than one occasion, adopted a style in addressing both Sir Edmund Head and myself, which could not be permitted to pass without animadversion. Although I conceive that the present communication is open, to some extent, to the same objection, I have not considered it necessary to refuse to transmit it to its destination.

I have, &c.
(signed) *Wm. Eyre,*
Lieut.-General and Administrator.

Enclosure in No. 8.

Sir, Montreal, 12 October 1857. Encl. in No. 8.

ALTHOUGH it is upwards of a year since Chief Justice Carter's report on my case was forwarded to the Colonial Office, I have only this day received the small portion of my claim alluded to in your despatch of the 1st July last, viz., the sum of 3,698 *l.* 17 *s.* 7 *d.* sterling, for which I drew, through the bank of Upper Canada, on the Receiver-general in England.

Under ordinary circumstances, I should have declined taking any sum short of the amount to which I am in equity really entitled.

But having full confidence in the justice as well as liberality of Her Majesty's Government, I take this amount as an instalment only or payment on account of a larger sum due me, in the full assurance that my acceptance thereof will not hereafter be construed to my prejudice, or considered as debarring me from the prosecution of my claim for compensation for all losses consequent on the non-fulfilment of Lord Sydenham's arrangement with me.

I would, however, respectfully call your attention to the fact that even as regards Mr. Carter's award, the amount now received by me does not form one just moiety of what should have been paid to me, inasmuch as his report was based upon the supposition that this part of my claim would at once have been liquidated, whereas another year has been allowed to pass without a settlement.

Consequently, I should have a right, under the scale adopted by him, to interest during that period, as well as to the difference between the net receipts of the Registry-office and the amount guaranteed, forming together, up to the present day, a sum of 677 *l.* 14 *s.*

With this addition, I am willing to abide by Chief Justice Carter's award, as far as it goes; that is to say, as regards the amount of pension guaranteed by Lord Sydenham.

But there are two other items, forming the bulk of my claim, into which Mr. Carter was prevented by your instructions from entering.

As my right to compensation under both these heads has been distinctly recognised by the official despatches of Lord John Russell and Earl Grey, as well as by the Legislature of Canada, and the resolutions passed by the House of Lords on the 10th day of May 1850. I shall (D. V.) proceed to England in the month of December next, when I hope to bring the subject in such a shape before Her Majesty's Government as will secure a prompt and satisfactory settlement of the whole of this long-pending affair.

As regards the local government, to which I am referred in the latter part of your despatch of the 1st July last, I must distinctly decline any further communication with them on the subject.

It is true that they have enjoyed the benefit resulting from the arrangement under which I surrendered the Council Office.

But Lord John Russell has officially admitted that the arrangement in question was entered into with me on public grounds by one duly qualified and empowered by the Imperial Government, whose agent he was, to negotiate with me for the surrender of my office, and that his act is binding on the Government of Great Britain, to whom alone I look for a full measure of justice.

If, then, you are of opinion that the local government are morally bound to contribute their quota towards the payment of the amount awarded by Mr. Carter, it is for Her Majesty's Government to carry on the negotiation, not me. Nor should I be allowed, pending the discussion, to suffer because the authorities here entertain views at variance with your own.

I would, therefore, suggest, in order to prevent this portion of my claim from growing larger, that the Commissary-general should be authorised at once to draw, in my favour, for the sum of 5,377 *l.* 14 *s.*, being, with the additional interest, &c., the remaining half of the 9,000 *l.* recommended by Mr. Carter, for which I will give a receipt and discharge.

I have, &c.
(signed) *G. H. Ryland.*

The Right Honourable H. Labouchere, M. P.
Secretary of State, &c. &c. &c.

— No. 9. —

(No. 136.)

No. 9.
Right Hon. Sir E. Head to Right Hon. Sir E. B. Lytton.
29 October 1858.

COPY of a DESPATCH from the Right Honourable Sir *E. Head*, Bart., to the Right Honourable Sir *E. B Lytton*, Bart.

Government House, Toronto,
29 October 1858.
(Received, 6 November 1858.)

Sir, (Answered, No. 96, 3 December 1858, p. 12.)

I HAVE the honour to inform you. that I referred to the Executive Council your despatch, No. 68, of the 7th instant, on Mr. Ryland's case, and that they have decided to recommend to the provincial Legislature to grant to Mr. Ryland the remaining moiety of the award made by Judge Carter in 1856, and I enclose a copy of the report of the Committee of Council, approved by myself, embodying this decision.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 9.

Encl. in No. 9.

COPY of a REPORT of a Committee of the Honourable the Executive Council, dated 27 October 1858, approved by His Excellency the Governor-General.

THE Committee having had their attention again called by your Excellency to the case of Mr. Ryland, in connexion with the despatch on the subject from the Colonial Office, of date the 7th inst., and having reconsidered the matter—

Respectfully advise your Excellency to recommend to Parliament, in its next Session, to pay to Mr. Ryland the one-half of the amount (9,000 *l.* currency) awarded to him by Mr. Chief Justice Carter, in his award dated* , as proposed in the despatch from the Colonial Office of the 23d November 1856.

* Not dated.

Despatches from the Secretary of State.

— No. 1.—

(No. 51.)

No. 1.
Right Hon. Lord J. Russell to Sir E. Head, Bart.
20 July 1855.

COPY of DESPATCH from the Right Honourable Lord *John Russell* to Governor-General Sir *Edmund Head*, Bart.

Sir, Downing-street, 20 July 1855.

THE attention of Her Majesty's Government has again been called to the case of Mr. G. H. Ryland, formerly clerk and registrar of the Executive Council of the United Province of Canada.

This case has been repeatedly brought under the consideration both of the Imperial and of the Colonial Governments, but no decision has been arrived at which can be considered satisfactory, because whilst both Governments have admitted that the claims of Mr. Ryland have in themselves a just foundation, each of those governments has contended that the obligation of satisfying those claims rests with the other.

In 1846, the case was very carefully investigated by a committee of the Colonial Legislature appointed for that purpose. The report of the committee was, "That Mr. Ryland's claims, the justice of which has been recognised by the late Governor-general Lord Metcalfe, ought not to be avoided or overlooked; and that he has a right to expect that the contract entered into between him and the Government, of which he has performed his part, should be carried out according to its terms; or, as that may now be impossible, that he should be fully compensated for the non-fulfilment thereof."

In the same year, Lord Grey, then Secretary of State for the Colonies, replied to an address founded on this report, that "neither he nor his predecessor disputed Mr. Ryland's claim to compensation for whatever loss he may have sustained by the surrender of his office of clerk of the Executive Council," and Lord Grey directed Lord Cathcart, then Governor-general, "strongly to urge on the House of Assembly the necessity of their providing for the reasonable compensation of the claimant."

It appears, therefore, from these, as well as from other facts connected with the case, that Mr. Ryland has failed hitherto in securing the satisfaction of his claims, not from any dispute as to their justice, but from difficulties in adjusting the manner in which compensation should be found.

Considering the peculiar circumstances under which Lord Sydenham was sent as Governor-general to Canada, and the large powers with which, for special purposes, he was invested, Her Majesty's Government are prepared to admit that the promise which he made, he had sufficient authority to make. They admit, farther, that that authority came from the Imperial Government and belonged to his position as representative of the Crown. On the other hand, it will not be disputed that the arrangement which he proposed to Mr. Ryland, and which that gentleman was induced to accept, was one exclusively connected with colonial affairs, and that whatever advantages attended, or were expected to attend it, were derivable by the colony alone.

The peculiarity of Mr. Ryland's case does not depend only on the specific written promise given by Lord Sydenham. It is farther distinguished by the circumstance

circumstance that that promise was given in order to induce Mr. Ryland to take a step, which on the faith of that promise he did take, and which otherwise he would not have taken. He was induced to resign an office of which he was in actual possession at the time. Thus the loss to which he has been since exposed has arisen not merely from disappointed expectations, but from the sacrifice voluntarily made of advantages which he had actually enjoyed, and of which he might have retained possession.

It cannot be satisfactory either to the Imperial or to the Colonial Government that an individual should be placed in such a position from such a cause; and Her Majesty's Government hope that the Colonial Government will readily co-operate with them in finding a solution of the difficulty which has hitherto impeded a satisfactory settlement of the case.

It appears to Her Majesty's Government that this object would be best attained by the appointment of a Commission to examine and report upon the fair amount of compensation which would be due to Mr. Ryland under the terms of Lord Sydenham's guarantee.

Should it appear from their report that a certain amount of compensation is still due to Mr. Ryland, Her Majesty's Government would be prepared to propose to Parliament to share equally with Canada the burthen of providing for the payment of that amount to Mr. Ryland.

I have, &c.
(signed) *J. Russell.*

— No. 2. —

(No. 15.)

No. 2.
Right Hon. Sir W. Molesworth to Sir E. Head, Bart.
10 August 1855.

COPY of DESPATCH from the Right Honourable Sir *W. Molesworth* to Governor-General Sir *Edmund Head*, Bart.

Sir, Downing-street, 10 August 1855.

I HAVE to request that you will inform Mr. Ryland that I have duly received his letter of the 22d ultimo, but that as a despatch respecting his claims has been lately addressed to you by my immediate predecessor in this office, I must postpone the further consideration of the subject of his letter until I am in possession of your answer.

I have, &c.
(signed) *W. Molesworth.*

— No. 3. —

(No. 12.)

No. 3.
Right Hon. H. Labouchere, M. P., to Sir E. Head, Bart.
13 Dec. 1855.

COPY of DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor-General Sir *Edmund Head*, Bart.

Sir, Downing-street, 13 December 1855.

* Page 1.

I HAVE to acknowledge your despatch, No. 129,* of the 28th September last, enclosing copy of minute of council approved by yourself, in which they recommend, according to the proposal made by Lord John Russell, to appoint a Commission to examine into and report upon the fair amount of compensation which would be due to Mr. Ryland under the terms of Lord Sydenham's guarantee,

guarantee, but on the understanding that the Canadian Government is not pledged thereby towards the payment of any part of such compensation.

Her Majesty's Government will accordingly appoint a Commissioner and hopes to be able to select a gentleman qualified in the manner which you recommend, of which you shall be shortly advised.

I have, &c.
(signed) *H. Labouchere.*

— No. 4. —

(No. 108.)

No. 4.
Right Hon. H. Labouchere, M.P., to Sir E. Head, Bart.
9 July 1856.

COPY of DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor-General Sir *Edmund Head*, Bart.

Sir, Downing-street, 9 July 1856.

I HAVE to acknowledge your despatch of the *23d ultimo, enclosing a letter from Mr. Ryland, and it is with very great regret that I have learnt of the delay which has taken place in the disposal of his case.

* Page 3.

From former correspondence on this subject, both with yourself and the Lieutenant-Governor of New Brunswick, I was under the impression that Chief Justice Carter, having announced his acceptance of the commission, and that he was ready to proceed to Canada in May, would have gone there at once, without waiting for further instructions, and that he would then have either undertaken the business proposed, on the authority of the despatches already written, or would have applied for further instructions if he considered it requisite.

I do not, however, impute any blame to the Chief Justice on account of this delay, for I perceive, on looking again at the correspondence, that he may have naturally expected some specific instructions, and only regret that he did not apply to be furnished with them.

I can only repair this delay to the best of my ability, by directing Mr. Carter to proceed at once to Toronto, if his official engagements admit of it. I infer from the correspondence, especially your despatch of 28th September last,* that he will be sole Commissioner, and that there is no desire that any associate should be appointed. It does not appear to me that any formal Commission will be required to enable him to discharge the duty of "examining and reporting upon the fair amount of compensation which would be due to Mr. Ryland under the terms of Lord Sydenham's guarantee," to which he is limited by the proposal of Lord John Russell, accepted by your Government. But should you or your advisers be of a different opinion, you are authorised to issue to Mr. Carter a formal Commission, as Governor of the province.

* *Vide* page 1.

I have transmitted copy of this despatch to the Lieutenant-Governor of New Brunswick, for immediate communication to Chief Justice Carter.

I have, &c.
(signed) *H. Labouchere.*

— No. 5. —

(No. 172.)

No. 5.
Right Hon. H. Labouchere, M.P., to Sir E. Head, Bart.
28 Nov. 1856.

COPY of DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor General Sir *Edmund Head*, Bart.

Sir, Downing-street, 28 November 1856.

WITH reference to previous correspondence, on the subject of the claim of Mr. Ryland to compensation for loss of office, I transmit for your information a copy of the Report of Chief Justice Carter, the Commissioner appointed to investigate the case.

Vide Appendix, p. 13.

You will observe that the Chief Justice awards the sum of 9,000*l.* currency as a fair and proper amount of compensation to be paid to Mr. Ryland. In redemption of the pledge given by Lord John Russell, in his Lordship's despatch, No. 51, of the 20th July 1855,* Her Majesty's Government are prepared to pay the sum of 4,500*l.* currency, leaving it to the Canadian Government to contribute a like sum of 4,500*l.* or to adopt the other mode of satisfying the claim proposed by the Chief Justice.

* *Vide* p. 7.

You will therefore bring the subject again under the notice of your Council with a view to the final settlement of the claim.

I have, &c.
(signed) *H. Labouchere.*

No. 6.
Right Hon. H. Labouchere, M.P., to Sir E. Head, Bart.
4 March 1857.

— No. 6. —

(No. 23.)

COPY of DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor General Sir *Edmund Head*, Bart.

Sir, Downing-street, 4 March 1857.

7 Feb. 1857. Enclosure.

I TRANSMIT to you copy of a letter which has been addressed me by Mr. Ryland, requesting that he may have a copy of Chief Justice Carter's award in his case.

Mr. Ryland should have made his application in the regular manner, through yourself, as Governor. As, however, it is desirable to avoid further delay, you are authorised to give him a copy of the award. You will, at the same time, inform him (as indeed from his letter I presume him to be aware) that having already made this award the basis of their proposal to the Canadian Legislature, it will not be in their power to receive any representations from him respecting it.

I have, &c.
(signed) *H. Labouchere.*

Enclosure in No. 6.

Sir, Montreal, 7 February 1857.

Encl. in No. 6.

ABOUT three months ago I received a communication from the Chief Justice of New Brunswick, informing me that he had transmitted his report on my case to you in the early part of October last.

Sub-Enclosure.

I have since received an official letter on the same subject from the Governor-General, of which I enclose a copy.

Being the party principally interested in the settlement of this long pending affair, and certainly the sole sufferer, I trust I shall be excused if I press upon you the propriety, as well as justice, of my being furnished with a copy of Chief Justice Carter's report.

I am the more anxious on this head, because it is possible, in the event of the two Governments agreeing to divide the payment of the claim between them, that my personal influence among the members of the opposition might be of use in securing the concurrence of the Legislative Assembly to the measure.

I have, &c.
(signed) *G. H. Ryland.*

The Right Honourable H. Labouchere,
Secretary of State,
&c. &c. &c.

Sub-Enclosure to No. 6.

Governor's Secretary's Office, Toronto, C. W.,
Sir, 17 December 1856.

SINCE I addressed to you my letter of the 12th instant, his Excellency the Governor-General has received a copy of the Report made by Chief Justice Carter on your case to the Secretary of State for the Colonies, but the Appendix mentioned in the Report has not yet arrived.

His Excellency has caused steps to be taken for bringing this document under the notice of his Executive Council, but in its present state, and in the absence of instructions upon it from the Secretary of State, his Excellency does not feel at liberty to communicate its purport, as it is not addressed to himself.

I have, &c.
G. H. Ryland, Esq. (signed) *R. T. Pennefather.*

— No. 7. —

(No. 89.)

No. 7.
Right Hon. H. Labouchere, M.P., to Sir E. Head, Bart.
1 July 1857.

COPY of DESPATCH from the Right Honourable *H. Labouchere* to Governor-General Sir *Edmund Head*, Bart.

Sir, Downing-street, 1 July 1857.

I HAVE to acknowledge the receipt of your despatch, No. 38,* of the 6th of March last, enclosing the copy of a report of a Committee of the Executive Council, in which they reject the claim of Mr. Ryland to any compensation from the funds of Canada.

* Page 4.

Her Majesty's Government much regret the decision at which the Council have thus arrived, but with the earnest desire of bringing this long pending case to a conclusion, are prepared to pay to Mr. Ryland that portion of the compensation which would have fallen on them under Lord John Russell's proposal, if that proposal had been acceded to by the Canadian Government, that is to say, one-half of the amount, namely, 4,500 *l.* currency awarded by Chief Justice Carter; but they consider that this is the utmost extent to which they ought to apply the public funds of this country to the discharge of Mr. Ryland's claim.

In communicating the above decision to your Council, you will express the earnest hope of Her Majesty's Government, that they will now be induced to reconsider their report with a view to the payment of the remaining moiety of the sum awarded.

You will also inform Mr. Ryland that directions have been given to the Paymaster-general in this country, to issue to him the sum of 4,500 *l.* currency, explaining at the same time that the final adjustment of the claim now rests with the provincial Government.

I have, &c.
(signed) *H. Labouchere.*

— No. 8. —

(No. 53.)

No. 8.
H. Labouchere, M.P., to Sir E Head, Bart.
17 Nov. 1857.

COPY of DESPATCH from the Right Honourable *H. Labouchere*, M. P., to Governor-General the Right Honourable Sir *Edmund Head*, Bart.

Sir, Downing-street, 17 November 1857.

I HAVE to acknowledge the receipt of Sir William Eyre's despatch, No. 41,* of the 19th of October last, enclosing a letter addressed to me by Mr. Ryland, in which he states that it his intention to proceed to England in the course of December next.

* Page 5.

I have, &c.
(signed) *H. Labouchere.*

— No. 9. —

(No. 68.)

No. 9.
Right Hon. Sir E. B. Lytton to Right Hon. Sir E. Head.
7 October 1858.
*Page 11.

COPY of a DESPATCH from the Right Honourable Sir *E. B. Lytton*, Bart., to the Right Honourable Sir *E. Head*, Bart.

Sir, Downing Street, 7 October 1858.

IN Mr. Labouchere's despatch to you of the 1st July 1857,* I observe that the Executive Council of Canada was requested to reconsider their report upon Mr. Ryland's case, with a view to the payment of the remaining moiety of the compensation which had been awarded to him. But since that date no communication has been received at this office from the Provincial Government on the subject.

I have therefore to request you to inform me whether your council has taken any measures whatever for the payment of this claim, and if not, that you will invite that body to resume the consideration of the subject, expressing at the same time, my earnest hope that they may think proper now to recommend the Legislature to settle it.

I have, &c.
(signed) *E. B. Lytton.*

— No. 10. —

(No. 96.)

No. 10.
Right Hon. Sir E. B. Lytton to Right Hon. Sir E. Head.
3 December 1858.
*Page 6.

COPY of a DESPATCH from the Right Honourable Sir *E. B. Lytton*, Bart., to the Right Honourable Sir *E. Head*, Bart.

Sir, Downing-street 3 December 1858.

I HAVE to acknowledge the receipt of your despatch, No. 136,* of the 29th of October, enclosing a Report of a Committee of the Executive Council of Canada, recommending the payment to Mr. Ryland of the remaining moiety of the award made by Judge Carter in 1856.

I have to express to you the great satisfaction with which I have learned the adoption of this conclusion.

I have, &c.
(signed) *E. B. Lytton.*

APPENDIX.

CHIEF JUSTICE CARTER'S AWARD.

To the Right Honourable *H. Labouchere*, one of Her Majesty's Principal Secretaries of State, &c. &c. &c.

Sir,

In compliance with instructions received from you through his Excellency the Lieutenant-governor of New Brunswick, I proceeded to Canada for the purpose of "examining and reporting upon the fair amount of compensation which would be due to Mr. Ryland under the terms of Lord Sydenham's guarantee."

While there I received from his Excellency the Governor-general and the public officers every facility for procuring such information as I required. I have examined, I believe, all the written documents relating to this matter during the last 15 years.

In personal interview, I heard all that Mr. Ryland wished to state in furtherance of his claims, and I received from him two statements of the modes which he thinks would be proper for estimating the compensation due to him. These will be found annexed to this report (Statement, No. 1, and Statement, No. 2.)

I required from him a statement of the annual expenses and emoluments of the registry offices of Quebec and Montreal, during the time they were held by him, which has been made up partly from returns made to the Provincial Government, and, where those were wanting, from the books of the registry office. This statement I also annex (Appendix).

The circumstances of Mr. Ryland's case have been so often brought under the notice of yourself and your predecessors, that I deem it unnecessary to enter into them at any length, more especially as the basis of my report is the guarantee given by Lord Sydenham in 1841, as an inducement to Mr. Ryland to relinquish the office of Clerk of the Council.

This guarantee is in the following terms: "In regard to the Registrarship of Quebec, his Excellency will be prepared to appoint you to that situation whenever the ordinance under which it is created shall be brought into operation, and in the interval you will continue to receive the salary attached to the office of clerk of the council. But as it is possible that the emoluments of the registrarship of Quebec may fall very far below those of your present office, his Excellency is willing to guarantee to you an income equal to the sum to which you would be entitled as a retiring allowance, were your employment in the public service altogether discontinued. Assuming your income, on an averge of the last three years, to be 1,030 *l.* currency, and your length of service as a public officer to be 24 years, you would be entitled, under the scale established by the 4 & 5 Will. 4, c. 24, to a retirement equal to one-half your emoluments, or 515 *l.* currency. That amount, therefore, his Excellency is willing to guarantee to you by making up your emoluments from the employment in the public service which may hereafter be assigned to you to that extent, should they be insufficient of themselves to do so. Should they exceed it, you will, of course, be entitled to the excess."

The construction of this guarantee is perfectly clear and free from any doubt. It guarantees to Mr. Ryland an annual income of 515 *l.* currency, to be derived from the emoluments of some public office, or to be made up from some other source, in the event of these emoluments not being equal to that amount, and in furtherance of such guarantee the registrarship of Quebec is offered to Mr. Ryland.

Mr. Ryland appears to take a different view of this guarantee, considering that the terms of his letter, accepting the registrarship of Quebec, should be incorporated into it. In that letter he says, "In regard to the registrarship of Quebec, I have to request that you will convey to his Excellency my acceptance of this office, but with the perfect understanding that in the event of its not proving nearly equal in value to my appointment of registrar and clerk of the Executive Council, the sum guaranteed is not to be considered as compensation in full, either for the loss of that office or of my claim upon Government."

Considering his acceptance of the office, with the "understanding" thus expressed by himself as introducing that "understanding" into Lord Sydenham's guarantee, Mr. Ryland, in Statement No. 1, estimates the amount of his claim for compensation, on the supposition that the annual income of 1,030 *l.* was guaranteed to him by Lord Sydenham.

In this, I think, he is entirely mistaken. Lord Sydenham's proposal was plain and definite. It was for Mr. Ryland to accept or refuse it as he might have thought expedient, but he could not accept it on totally different conditions or understandings, and make these

conditions

conditions or understandings binding on Lord Sydenham, unless they had been subsequently assented to by his Lordship, which never appears to have been done

That mode of calculation adopted by Mr. Ryland, resulting in Item 1, Schedule (A.), in Statement No. 1, founded on the supposition that the guarantee extended to an annual income of 1,030 *l.*, I must consider quite inadmissible.

It would seem that at the time Mr. Ryland accepted the registrarship of Quebec, he must have thought the arrangement most advantageous for himself. He certainly must have entertained a more favourable opinion of its probable emoluments than did Lord Sydenham.

According to Item No. 1, Statement No. 2, put forward by Mr. Ryland as one mode of estimating the amount of compensation, half the emoluments he anticipated from the first year's receipts as registrar of Quebec would have amounted to 12,500 *l.*, whereas Lord Sydenham, in his guarantee, contemplates the possibility of the emoluments of the registrarship of Quebec falling very far below those of the office previously held by Mr. Ryland, and therefore, up to a certain definite amount, guarantees him against loss. Had the system of registration and the division of districts remained as they were when Mr. Ryland accepted the registrarship of Quebec, it is very probable that office might have proved amply remunerative. It is evident that in consequence of a change in the law of registration, and the sub-division of the district, by which his office was limited to the county of Quebec, the emoluments of the office were materially reduced. But, however it is to be regretted that Mr. Ryland's expectations of the emoluments of the office were disappointed, that cannot extend Lord Sydenham's definite guarantee to one of a general and indefinite nature against the effects of changed circumstances and changed legislation. The Item 1, Schedule (E.), in Statement No. 2, must, I think, be put aside altogether.

You will perceive, sir, in Statement No. 1, an Item 2, made up from Schedule (B.), in which Mr. Ryland claims a very large sum as compensation for losses alleged to have been sustained by him in consequence of the great expenses and small returns of his office, and the non-fulfilment of Lord Sydenham's guarantee. Had I considered this item one which I could properly take into account within the instructions under which I was acting, I should have required a much more detailed statement, and a minute investigation of each particular case, in order to ascertain the necessary connexion of each specified loss with Mr. Ryland's official circumstances.

This course I did not adopt, because, although from a most unfortunate concurrence of circumstances (among which may be included the disappointment in the value of his offices, and delay in obtaining any redress from the Imperial or Canadian Governments), Mr. Ryland may have been embarrassed in his private affairs and suffered loss, still, in ascertaining what may be due under the guarantee of Lord Sydenham, I do not consider I can properly entertain such a claim. That guarantee is for a specified amount, beyond which neither its terms or meaning reach.

When one man guarantees the payment of a certain sum of money to another, and that payment is delayed beyond the time agreed upon, he is bound to make good the payment, with interest; but he is not, beyond this, bound by such guarantee to answer for everything which may have incidentally befallen the creditor from the non-payment at the time.

For these reasons, I have not felt justified in taking this item into account. Having thus disposed of these claims, as put forward by Mr. Ryland, I proceed to state the principle on which it appears to me the amount due to Mr. Ryland, under Lord Sydenham's guarantee, should be ascertained, and the result of the application of that principle. I have already stated what appears to me the plain and obvious construction of that guarantee, viz., to secure to Mr. Ryland a clear annual income of 515 *l.* currency. It was therefore necessary to ascertain, in each year since the giving of the guarantee, whether the profits of his office have been equal to that amount; and if not so, how much has been the deficiency. Wherever there has been such deficiency, I think Mr. Ryland should be allowed such an amount as would have made up his income for the year to 515 *l.*, and interest on such amount from the end of each year. Mr. Ryland has received, since his relinquishment of the office of Clerk of the Executive Council, the annual sum of 111 *l.* from the Canadian Pension Fund, which I think ought, *pro tanto*, to be taken as fulfilment of the guarantee. This payment did not commence till 1845, when three years' arrears were paid; and I think Mr. Ryland should be allowed interest on 111 *l.* for those years. This allowance seems to have been suspended from the end of 1845 till the commencement of 1851, when the arrears were paid; and I think interest should be allowed for that period. In ascertaining the amounts of annual receipts and expenditure in the offices held by Mr. Ryland at Quebec and Montreal, I have been of necessity obliged to rely on the returns made to the Canadian Government and the books of the offices; nor have I the least reason to doubt the correctness of the statements derived from these sources.

In the course of the various discussions of this case it has been alleged by some that the expenses of the offices have been too great, while others have not deemed them greater than were required, and have borne testimony to the correctness of the system established by Mr. Ryland, and the efficiency of the manner in which that system has been carried out. This would have been a question of very considerable difficulty for me to determine, had I deemed it necessary to do so, and especially to determine (if there had been an excess of expenditure) the precise amount of such excess. Considering, however, that there is no cogent evidence of such excess; that, if such excess ever existed, it could have been of no benefit to Mr. Ryland, and would tend rather to increase than impair the efficiency of the office;

office; that any investigation on this matter would have been more appropriate and more practicable if adopted at a much earlier period and accompanied by a prompt settlement of Mr. Ryland's claims, and giving weight, moreover, in this particular to the disappointment and delay which Mr. Ryland has undergone, I have thought it right and fair to take these statements as the basis of my calculations.

I annex to this Report a sheet marked (K.), showing the manner in which I have ascertained the amount of 7,735 *l.* 12 *s.* 6 *d.* currency, which amount I beg to report as what appears to me the fair amount of compensation due to Mr. Ryland, under the terms of Lord Sydenham's guarantee, up to the end of the present year (1856).

I am not at all sure that my instructions require me to go any further than this; but inasmuch as Mr. Ryland may have future claims under Lord Sydenham's guarantee, should his office in future years not yield him an income of 515 *l.* currency, I venture to make one or two suggestions for the immediate settlement of future claims.

One mode which might be adopted, with the sanction of the Canadian Government, would be to increase Mr. Ryland's allowance of 111 *l.* per annum to 515 *l.*, from the Pension Fund of Canada, on Mr. Ryland's resigning his present office. Should this not be practicable, as I find the average amount for the last seven years chargeable under Lord Sydenham's guarantee would be about 140 *l.* per annum, I should say that if a sum of 1,264 *l.* 7 *s.* 6 *d.* were added to what I have already reported as due to the past, making in all the gross sum of 9,000 *l.* currency, that would be a fair and proper amount to be paid to Mr. Ryland, as a final settlement of all his claims under the guarantee of Lord Sydenham, the annual allowance of 111 *l.* from the Pension Fund being of course continued.

In concluding this report, you will, sir, allow me to say that I undertook this duty with some hesitation; feeling that I should have to deal with a matter which had undergone much discussion in the Canadian Legislature, that very strong opinions had been formed and expressed in that country on both sides of the question; and it would be highly improbable that any result of my labours would satisfy all parties.

Mr. Ryland, who has (not unnaturally perhaps) estimated his claims at a very high rate, will undoubtedly think I have not gone far enough in his favour; others may think I have gone too far. Be this as it may, I can assure you, sir, that I have spared neither time nor pains in endeavouring to arrive at a fair and just conclusion.

I now respectfully submit that conclusion to you; and it will give me great satisfaction should it be the means of finally settling this most unfortunately protracted question.

I have, &c.
(signed) *J. Carter.*

The Right Honourable H. Labouchere, M. P.,
&c. &c. &c.

(K.)

CALCULATION by which Amount of COMPENSATION ascertained.

		£. s. d.	£. s. d.
1 January 1842 to 1 January 1843.	Loss in office - - - - - -	281 16 –	
	Add guarantee - - - - - -	515 – –	
		796 16 –	
	Deduct pension - - - -	111 – –	
			685 16 –
	Interest on 685 *l.* 16 *s.*, at 6 per cent., 14 years - - -		576 1 6
1 January 1843 to 1 January 1844.	Loss in office - - - - - -	128 17 3	
	Add guarantee - - - - - -	515 – –	
		643 17 3	
	Deduct pension - - - -	111 – –	
			532 17 3
	Interest on 532 *l.* 17 *s.* 3 *d.* for 13 years - - - -		415 12 8
1 January 1844 to 9 July 1845, 18 months.	Loss in office - - - - - -	347 16 –	
	Add 1 ½ year's guarantee - - - -	772 10 –	
		1,120 6 –	
	Deduct 1 ½ year's pension - -	166 10 –	
			953 16 –
	Interest on 953 *l.* 16 *s.* for 11 ½ years - - - -		658 2 6
	Interest on 111 *l.* for three years - - - - -		19 19 9
	Carried forward - - - £.		3,842 5 8

		£.	s.	d.	£.	s.	d.
	Brought forward - - -				3,842	5	8
9 July 1845 to 31 December 1846, 18 months.	Amount of guarantee - - - - -	772	10	–			
	Deduct profits - - £. 2 13 –	169	3	–			
	Pension - - - 166 10 –						
					603	7	–
	Add interest on 603 *l.* 7 *s.* for 10 ½ years - - - -				380	2	2
1 January 1847 to 1 January 1848.	Amount of guarantee - - - - -	515	–	–			
	Deduct profits - - £. 57 – –	168	–	–			
	Pension - - - 111 – –						
					347	–	–
	Add interest on 347 *l.* for 9 years - - - - -				187	7	7
1 January 1848 to 1 January 1849.	Amount of guarantee - - - -	515	–	–			
	Deduct profits - - £. 39 4 4	150	4	4			
	Pension - - - 111 – –						
					364	15	8
	Add interest on 364 *l.* 15 *s.* 8 *d.* for 8 years - - -				175	1	10
1 January 1849 to 1 January 1850.	Amount of guarantee - - - - -	515	–	–			
	Deduct profits - - £. 19 6 2	130	6	2			
	Pension - - - 111 – –						
					384	13	10
	Add interest on 384 *l.* 13 *s.* 10 *d.* for 7 years - - -				161	11	5
	Ditto, ditto, on 111 *l.* for 5 years - - - - -				33	6	3
1 January 1850 to 1 January 1851.	Amount of guarantee - - - -	515	–	–			
	Deduct profits - - £. 124 19 6	235	19	6			
	Pension - - - 111 – –						
					279	–	6
	Add interest on 279 *l.* 0 *s.* 6 *d.* for 6 years - - -				100	9	–
1 January 1851 to 1 January 1852.	Amount of guarantee - - - -	515	–	–			
	Deduct profits - - £. 110 9 2	221	9	2			
	Pension - - - 111 – –						
					293	10	10
	Add interest on 293 *l.* 10 *s.* 10 *d.* for 5 years - - -				88	1	3
January 1852 to 1 January 1853.	Amount of guarantee - - - - -	515	–	–			
	Deduct profits - - £. 186 2 –	297	2	–			
	Pension - - - 111 – –						
					217	18	–
	Add interest on 217 *l.* 18 *s.* for 4 years - - - -				52	6	–
1 January 1853 to 1 January 1854	Nil, net receipts being 533 *l.*						
1 January 1854 to 1 January 1855.	Amount of guarantee - - - - -	515	–	–			
	Deduct profits - - £. 342 – –	453	–	–			
	Pension - - - 111 – –						
					62	–	–
	Add interest on 62 *l.* for 2 years - - - - -				7	8	10
1 January 1855 to 1 January 1856.	Amount of guarantee - - - -	515	–	–			
	Deduct profits - - £. 354 – –	465	–	–			
	Pension - - - 111 – –						
					50	–	–
	Add interest on 50 *l.* for 1 year - - - - -				3	–	–
1 January 1856 to 1 Septem. 1856, 8 months.	Amount of guarantee - - - -	343	6	8			
	Deduct profits - - £. 167 – –	241	–	–			
	Pension - - - 74 – –						
					102	6	8
				£.	7,735	12	6

STATEMENT, No. 1.

STATEMENT of the Loss sustained by Mr. *G. H. Ryland*, in consequence of his having surrendered the Office of Clerk of the Executive Council, at the request of Lord *Sydenham*, from 1st January 1842 to 31st August 1856, inclusive.

		£. s. d.
Item, 1. Schedule (A.)	Loss of salary, being for 14 years and 8 months, at 1,030 *l.* per annum, payable quarterly, with interest thereon, charged quarterly - - - - - - - - -	23,951 12 5
Item, 2. Schedule (B.)	Loss, in consequence of the non-payment of salary, and advances made for the Registration-office, with interest thereon, charged yearly - - - - - - - - -	12,060 4 7*
		36,011 17 –
	Deduct amounts received:	
Item, 3. Schedule (C.)	From Lord Stanley's despatch, 111 *l.* per annum, with interest allowed quarterly - - - - £. 2,388 5 8	
Item, 4. Schedule (D.)	From balance of excess of receipts over expenditure, from the Registration-offices, with interest charged, and allowed yearly 767 9 4	
		3,155 15 –
		32,856 2 –
	Add estimate of commutation of Pension - - - -	5,150 – –
	Total Claim - - - £.	38,006 2 –

* Schedule (B.), £. 4. more - - - £. 38,010. 2.

SCHEDULE (A.)

		£. s. d.	£. s. d.	£. s. d.
31 March 1842	To one quarter's salary of -	1,030 – –	- - -	257 10 –
30 June –	To three months' interest on -	257 10 –	3 17 3	
	„ one quarter's salary - - - -		257 10 –	
				261 7 3
				518 17 3
30 Sept. –	To three months' interest on -	518 17 3	7 12 9*	
	„ one quarter's salary - - - -		257 10 –	
				265 2 9
				784 – –
31 Dec. –	To three months' interest on -	784 – –	11 15 3	
	„ one quarter's salary - - - -		257 10 –	
				269 5 3
				1,053 5 3
31 March 1843	To three months' interest on -	1,053 5 3	15 15 11	
	„ one quarter's salary - - - -		257 10 –	
				273 5 11
				1,326 11 2
30 June –	To three months' interest on -	1,326 11 2	19 18 1	
	„ one quarter's salary - - - -		257 10 –	
				277 8 1
	Carried forward - - -			1,603 19 3

* Error, 3 *s.*, should be - - £. 7. 15. 9.

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			1,603 19 3
30 Sept. 1843	To three months' interest on	1,603 19 3	24 1 2	
	„ one quarter's salary -	- - -	257 10 -	
				281 11 2
				1,885 10 5
31 Dec. –	To three months' interest on	1,885 10 5	28 5 9	
	„ one quarter's salary -	- - -	257 10 -	
				285 15 9
				2,171 6 2
31 March 1844	To three months' interest on	2,171 6 2	32 11 3	
	„ one quarter's salary -	- - -	257 10 -	
				290 1 3
				2,461 7 5
30 June –	To three months' interest on	2,461 7 5	36 18 3	
	„ one quarter's salary -	- - -	257 10 -	
				294 8 3
				2,755 15 8
30 Sept. –	To three months' interest on	2,755 15 8	41 6 9	
	„ one quarter's salary -	- - -	257 10 -	
				298 16 9
				3,054 12 5
31 Dec. –	To three months' interest on	3,054 12 5	45 16 6	
	„ one quarter's salary -	- - -	257 10 -	
				303 6 6
				3,357 18 11
31 March 1845	To three months' interest on	3,357 18 11	50 7 5	
	„ one quarter's salary -	- - -	257 10 -	
				307 17 5
				3,665 16 4
30 June –	To three months' interest on	3,665 16 4	54 19 9	
	„ one quarter's salary -	- - -	257 10 -	
				312 9 9
				3,978 6 1
30 Sept. –	To three months' interest on	3,978 6 1	59 13 5	
	„ one quarter's salary -	- - -	257 10 -	
				317 3 5
				4,295 9 6
31 Dec. –	To three months' interest on	4,295 9 6	64 8 6	
	„ one quarter's salary -	- - -	257 10 -	
				321 18 6
				4,617 8 -
31 March 1846	To three months' interest on	4,617 8 -	69 5 1	
	„ one quarter's salary -	- - -	257 10 -	
				326 15 1
				4,944 3 1
30 June –	To three months' interest on	4,944 3 1	74 3 2	
	„ one quarter's salary -	- - -	257 10 -	
				331 13 2
				5,275 16 3
30 Sept. –	To three months' interest on	5,275 16 3	79 2 9	
	„ one quarter's salary -	- - -	257 10 -	
				336 12 9
				5,612 9 -
31 Dec. –	To three months' interest on	5,612 9 -	84 3 7	
	„ one quarter's salary -	- - -	257 10 -	
				341 13 7
	Carried forward - - -			5,954 2 7

		£.	s.	d.	£.	s.	d.	£.	s.	d.
	Brought forward - - -							5,954	2	7
31 March 1847	To three months' interest on	5,954	2	7	89	6	2			
	„ one quarter's salary - - - -				257	10	–			
								346	16	2
								6,300	18	9
30 June –	To three months' interest on	6,300	18	9	94	10	3			
	„ one quarter's salary - - - -				257	10	–			
								352	–	3
								6,652	19	–
31 Dec. –	To three months' interest on	6,652	19	–	99	15	10			
	„ one quarter's salary - - - -				257	10	–			
								357	5	10
								7,010	4	10
31 Dec. –	To three months' interest on	7,010	4	10	105	3	–			
	„ one quarter's salary - - - -				257	10	–			
								362	13	–
								7,372	17	10
31 March 1848	To three months' interest on	7,372	17	10	110	11	11			
	„ one quarter's salary - - - -				257	10	–			
								368	1	11
								7,740	19	9
30 June –	To three months' interest on	7,740	19	9	116	2	3			
	„ one quarter's salary - - - -				257	10	–			
								373	12	3
								8,114	12	–
30 Sept. –	To three months' interest on	8,114	12	–	121	14	6			
	„ one quarter's salary - - - -				257	10	–			
								379	4	6
								8,493	16	6
31 Dec. –	To three months' interest on	8,493	16	6	127	8	2			
	„ one quarter's salary - - - -				257	10	–			
								384	18	2
								8,878	14	8
31 March 1849	To three months' interest on	8,878	14	8	133	3	8			
	„ one quarter's salary - - - -				257	10	–			
								390	13	8
								9,269	8	4
30 June –	To three months' interest on	9,269	8	4	139	–	3			
	(Error, 6*d.*; should be 139*l.* 0*s.* 9*d.*)									
	To one quarter's salary - - - -				257	10	–			
								396	10	3
								9,665	18	7
30 Sept. –	To three months' interest on	9,665	18	7	144	19	9			
	„ one quarter's salary - - - -				257	10	–			
								402	9	9
								10,068	8	4
31 Dec. –	To three months' interest on	10,068	8	4	151	–	5			
	„ one quarter's salary - - - -				257	10	–			
								408	10	5
								10,476	18	9
31 March 1850	To three months' interest on	10,476	18	9	157	3	1			
	„ one quarter's salary - - - -				257	10	–			
								414	13	1
	Carried forward - - -							10,891	11	10

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			10,891 11 10
30 June 1850	To three months' interest on	10,891 11 10	163 7 7	
	„ one quarter's salary -	- - -	257 10 –	
				420 17 7
				11,312 9 5
30 Sept. –	To three months' interest on	11,312 9 5	169 13 7	
	„ one quarter's salary -	- - -	257 10 –	
				427 3 7
				11,739 13 –
31 Dec. –	To three months' interest on	11,739 13 –	176 2 –	
	„ one quarter's salary -	- - -	257 10 –	
				433 12 –
				12,173 5 –
31 March 1851	To three months' interest on	12,173 5 –	182 11 11	
	„ one quarter's salary -	- - -	257 10 –	
				440 1 11
				12,613 6 11
30 June –	To three months' interest on	12,613 6 11	189 3 11	
	„ one quarter's salary -	- - -	257 10 –	
				446 13 11
				13,060 – 10
30 Sept. –	To three months' interest on	13,060 – 10	195 18 –	
	„ one quarter's salary -	- - -	257 10 –	
				453 8 –
				13,513 8 10
31 Dec. –	To three months' interest on	13,513 8 10	202 13 11	
	„ one quarter's salary -	- - -	257 10 –	
				460 3 11
				13,973 12 9
31 March 1852	To three months' interest on	13,973 12 9	209 12 2	
	„ one quarter's salary -	- - -	257 10 –	
				467 2 2
				14,440 14 11
30 June –	To three months' interest on	14,440 14 11	216 12 3	
	„ one quarter's salary -	- - -	257 10 –	
				474 2 3
				14,914 17 2
30 Sept. –	To three months' interest on	14,914 17 2	223 14 6	
	„ one quarter's salary -	- - -	257 10 –	
				481 4 6
				15,396 1 8
31 Dec. –	To three months' interest on	15,396 1 8	230 18 9	
	„ one quarter's salary -	- - -	257 10 –	
				488 8 9
				15,884 10 5
31 March 1853	To three months' interest on	15,884 10 5	238 5 6	
	„ one quarter's salary -	- - -	257 10 –	
				495 15 6
				16,380 5 11
30 June –	To three months' interest on	16,380 5 11	245 14 –	
	„ one quarter's salary -	- - -	257 10 –	
				503 4 –
				16,883 9 11
30 Sept. –	To three months' interest on	16,883 9 11	253 4 11	
	„ one quarter's salary -	- - -	257 10 –	
				510 14 11
	Carried forward - - -			17,394 4 10

								£.	s.	d.
						Brought forward - - -		17,394	4	10
			£.	s.	d.	£.	s.	d.		
31 Dec.	1853	To three months' interest on	17,394	4	10	260	18	2		
		„ one quarter's salary -	-	-	-	257	10	–		
									518	8	2
									17,912	13	–
31 March	1854	To three months' interest on	17,912	13	–	268	13	11		
		„ one quarter's salary -	-	-	-	257	10	–		
									526	3	11
									18,438	16	11
30 June	–	To three months' interest on	18,438	16	11	276	11	8		
		„ one quarter's salary -	-	-	-	257	10	–		
									534	1	8
									18,972	18	7
30 Sept.	–	To three months' interest on	18,972	18	7	284	11	11		
		„ one quarter's salary -	-	-	-	257	10	–		
									542	1	11
									19,515	–	6
31 Dec.	–	To three months' interest on	19,515	–	6	292	14	6		
		„ one quarter's salary -	-	-	-	257	10	–		
									550	4	6
									20,065	5	–
31 March	1855	To three months' interest on	20,065	5	–	300	19	6		
		„ one quarter's salary -	-	-	-	257	10	–		
									558	9	6
									20,623	14	6
30 June	–	To three months' interest on	20,623	14	6	309	7	2		
		„ one quarter's salary -	-	-	-	257	10	–		
									566	17	2
									21,190	11	8
30 Sept.	–	To three months' interest on	21,190	11	8	317	17	3		
		„ one quarter's salary -	-	-	-	257	10	–		
									575	7	3
									21,765	18	11
31 Dec.	–	To three months' interest on	21,765	18	11	326	9	9		
		„ one quarter's salary -	-	-	-	257	10	–		
									583	19	9
		Add errors: interest short Dr., 30 September 1842, 3*s.*; 30 June 1849, 6*d.* -	-	-	-	-	-	-	–	3	6
									22,350	2	2
31 March	1856	To three months' interest on	22,350	2	2	335	5	–		
		„ one quarter's salary -	-	-	-	257	10	–		
									592	15	–
									22,942	17	2
30 June	–	To three months' interest on	22,942	17	2	344	2	11		
		„ one quarter's salary -	-	-	-	257	10	–		
									601	12	11
									23,544	10	1
31 Aug.	–	To two months' interest on	23,544	10	1	235	9	–		
		„ one-sixth of salary -	-	-	-	171	13	4		
									407	2	4
							£.		23,951	12	5

SCHEDULE (B.)

			£. s. d.	£. s. d.	£. s. d.
31 Dec.	1842	Paid Montreal Bank interest - - -		70 8 6	
		„ Premium insurance - - - -		49 17 1	
		„ Journey to Kingston - - - -		43 15 –	
					164 – 7
31 Dec.	1843	Paid Bank interest - - - - -		174 15 8	
		„ Premium insurance - - - -		46 1 9	
		„ Journey to Kingston - - - -		27 8 –	
					248 5 5
		„ One year's interest on	164 – 7	- - -	9 19 2
					422 5 2
31 Dec.	1844	Paid Bank interest - - - - -		214 18 –	
		„ Loss note, 300*l.*, Baran grant - -		50 – –	
		„ Loss policy insurance - - -		1,100 – –	
		„ Paid journey to Montreal - - -		63 – –	
					1,427 18 –
		„ One year's interest on	422 5 2	- - -	25 6 5
					1,875 9 7
31 Dec.	1845	Paid Bank interest - - - - -		243 11 5	
		„ Interest on note - - - - -		25 – –	
					268 11 5
		„ One year's interest on	1,875 9 7	- - -	112 10 –
					2,256 11 –
31 Dec.	1846	Paid Bank interest - - - - -		216 8 –	
		„ Premium insurance - - - -		52 – –	
					268 8 –
		„ One year's interest on	2,256 11 –	- - -	135 8 5
					2,660 7 5
31 Dec.	1847	Paid Bank interest - - - - -		113 – –	
		„ Cost of suits - - - - -		757 5 9	
		„ Forced sale of property - - -		250 – –	
					1,120 5 9
		„ One year's interest on	2,660 7 5	- - -	159 12 –
					3,940 5 2
31 Dec.	1848	Paid one year's interest on	3,940 5 2	- - -	236 8 –
					4,176 13 2
31 Dec.	1849	Paid one year's interest on	4,176 13 2	- - -	250 12 5
					4,427 5 7
31 Dec.	1850	Paid loss on forced sale property - -		- - -	3,000 – –
		„ One year's interest on	4,427 5 7	- - -	265 12 5
					7,692 18 –
31 Dec.	1851	Paid one year's interest on	7,692 18 –	- - -	461 11 7
		„ Forced sale of property - - -		- - -	840 – –
					8,994 9 7
31 Dec.	1852	Paid one year's interest on	8,994 9 7	- - -	539 12 9
					9,534 2 4
31 Dec.	1853	Paid travelling expenses - - - -		- - -	218 – –
		„ One year's interest on	9,534 2 4	- - -	572 – 9
					10,324 3 1
31 Dec.	1854	Paid one year's interest on	10,324 3 1	- - -	619 8 9
					10,943 11 10
31 Dec.	1855	Paid one year's interest on	10,943 11 10	- - -	656 12 9
					11,600 4 7
31 Aug.	1856	Paid eight months' interest on	11,600 4 7	- - -	464 – –
				£.	12,060 4 7

Should be £. 12,064. 4. 7.

SCHEDULE (C.)

		£. s. d.	£. s. d.	£. s. d.
1 Jan. 1855	By receipt, three years for 1842, 1843, and 1844 - - - - -		- - -	333 - -
31 March -	„ three months' interest on -	333 - -	4 19 11	
	„ three months' receipt - - - -		27 15 -	
				32 14 11
				365 14 11
30 June -	„ three months' interest on -	365 14 11	5 9 9	
	„ three months' receipt - - - -		27 15 -	
				33 4 9
				398 19 8
30 Sept. -	„ three months' interest on -	398 19 8	5 19 9	
	„ three months' receipt - - - -		27 15 -	
				33 14 9
				432 14 5
31 Dec. -	„ three months' interest on -	432 14 5	- - -	6 9 11
				439 4 4
31 March 1846	„ three months' interest on -	439 4 4	- - -	6 11 8
				445 16 -
30 June -	„ three months' interest on -	445 16 -	- - -	6 13 9
				452 9 9
30 Sept. -	„ three months' interest on -	452 9 9	- - -	6 15 7
				459 5 4
31 Dec. -	„ three months' interest on -	459 5 4	- - -	6 17 8
				466 3 -
31 March 1847	„ three months' interest on -	466 3 -	- - -	6 19 9
				473 2 9
30 June -	„ three months' interest on -	473 2 9	- - -	7 1 11
				480 4 8
30 Sept. -	„ three months' interest on -	480 4 8	- - -	7 4 -
				487 8 8
31 Dec. -	„ three months' interest on -	487 8 8	- - -	7 6 1
				494 14 9
31 March 1848	„ three months' interest on -	494 14 9	- - -	7 8 6
				502 3 3
30 June -	„ three months' interest on -	502 3 3	- - -	7 10 7
				509 13 10
30 Sept. -	„ three months' interest on -	509 13 10	- - -	7 13 -
				517 6 10
31 Dec. -	„ three months' interest on -	517 6 10	- - -	7 15 1
				525 1 11
31 March 1849	„ three months' interest on -	525 1 11	- - -	7 17 6
				532 19 5
30 June -	„ three months' interest on -	532 19 5	- - -	7 19 11
				540 19 4
30 Sept. -	„ three months' interest on -	540 19 4	- - -	8 2 3
				549 1 7
31 Dec. -	„ three months' interest on -	549 1 7	- - -	8 4 8
		Carried forward - - -		557 6 3

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			557 6 3
31 March 1850	By three months' interest on -	557 6 3	- - -	8 7 1
				565 13 4
30 June –	„ three months' interest on -	565 13 4	- - -	8 9 9
				574 3 1
30 Sept. –	„ three months' interest on -	574 3 1	- - -	8 12 2
				582 15 3
31 Dec. –	„ three months' interest on -	582 15 3	- - -	8 14 11
				591 10 2
1 Jan. 1851	„ Receipt, five years and quarter, from 1 October 1845 - - -		- - -	582 15 –
				1,174 5 2
31 March –	„ three months' interest on -	1,174 5 2	17 12 2	
	„ three months' receipt - - - -		27 15 –	
				45 7 2
				1,219 12 4
30 June –	„ three months' interest on -	1,219 12 4	18 6 –	
	„ three months' receipt - - - -		27 15 –	
				46 1 –
				1,265 13 4
30 Sept. –	„ three months' interest on -	1,265 13 4	18 19 9	
	„ three months' receipt - - - -		27 15 –	
				46 14 9
				1,312 8 1
31 Dec. –	„ three months' interest on -	1,312 8 1	19 13 7	
	„ three months' receipt - - - -		27 15 –	
				47 8 7
				1,359 16 8
31 March 1852	„ three months' interest on -	1,359 16 8	20 8 –	
	„ three months' receipt - - - -		27 15 –	
				48 3 –
				1407 19 8
30 June –	„ three months' interest on -	1,407 19 8	21 2 4	
	„ three months' receipt - - - -		27 15 –	
				48 17 4
				1,456 17 –
30 Sept. –	„ three months' interest on -	1,456 17 –	21 17 1	
	„ three months' receipt - - - -		27 15 –	
				49 12 1
				1,506 9 1
31 Dec. –	„ three months' interest on -	1,506 9 1	22 11 9	
	„ three months' receipt - - - -		27 15 –	
				50 6 9
				1,556 15 10
31 March 1853	„ three months' interest on -	1,556 15 10	23 7 1	
	„ three months' receipt - - - -		27 15 –	
				51 2 1
				1,607 17 11
30 June –	„ three months' interest on -	1,607 17 11	24 2 5	
	„ three months' receipt - - - -		27 15 –	
				51 17 5
	Carried forward - - -			1,659 15 4

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			1,659 15 4
30 Sept. 1853	By three months' interest on	1,659 15 4	24 18 –	
	„ three months' receipt -	- - -	27 15 –	
				52 13 –
				1,712 8 4
31 Dec. –	„ three months' interest on	1,712 8 4	25 13 7	
	„ three months' receipt -	- - -	27 15 –	
				53 8 7
				1,765 16 11
31 March 1854	„ three months' interest on	1,765 16 11	26 9 9	
	„ three months' receipt -	- - -	27 15 –	
				54 4 9
				1,820 1 8
30 June –	„ three months' interest on	1,820 1 8	27 6 –	
	„ three months' receipt -	- - -	27 15 –	
				55 1 –
				1,875 2 8
30 Sept. –	„ three months' interest on	1,875 2 8	28 2 6	
	„ three months' receipt -	- - -	27 15 –	
				55 17 6
				1,931 – 2
31 Dec. –	„ three months' interest on	1,931 – 2	28 19 3	
	„ three months' receipt -	- - -	27 15 –	
				56 14 3
				1,987 14 5
31 March 1855	„ three months' interest on	1,987 14 5	29 16 5	
	„ three months' receipt -	- - -	27 15 –	
				57 11 5
				2,045 5 10
30 June –	„ three months' interest on	2,045 5 10	30 13 6	
	„ three months' receipt -	- - -	27 15 –	
				58 8 6
				2,103 14 4
30 Sept. –	„ three months' interest on	2,103 14 4	31 11 2	
	„ three months' receipt -	- - -	27 15 –	
				59 6 2
				2,163 – 6
31 Dec. –	„ three months' interest on	2,163 – 6	32 8 11	
	„ three months' receipt -	- - -	27 15 –	
				60 3 11
				2,223 4 5
31 March 1856	„ three months' interest on	2,223 4 5	33 6 11	
	„ three months' receipt -	- - -	27 15 –	
				61 1 11
				2,284 6 4
30 June –	„ three months' interest on	2,284 6 4	34 5 2	
	„ three months' receipt -	- - -	27 15 –	
				62 – 2
				2,346 6 6
31 Aug. –	„ two months' interest on	2,346 6 6	23 9 2	
	„ two months' accruing receipt	- -	18 10 –	
				41 19 2
			£.	2,388 5 8

SCHEDULE (D.)

			£. s. d.	£. s. d.
31 Dec.	1842	To excess of expenditure, Quebec - -	- - -	281 16 -
31 Dec.	1843	„ twelve months' interest on 281 *l.* 16 *s.* -	16 18 5	
		„ Excess of expenditure, Quebec - -	128 17 3	
				145 15 8
31 Dec.	1844	„ twelve months' interest on 427 *l.* 11 *s.* 8 *d.*	25 13 7	427 11 8
31 Dec.	1845	„ twelve months' interest on 453 *l.* 5 *s.* 3 *d.* -	27 3 7	
31 Dec.	1846	„ twelve months' interest on 480 *l.* 8 *s.* 10 *d.*	28 16 -	
				81 13 2
		„ Excess of expenditure, Quebec, from 1 January 1844 to 9 July 1845 - -	- - -	347 16 -
				857 - 10
		Deduct excess of receipts, Montreal, from 9 July 1845 to 31 December 1846 - - - - - - -	- - -	2 13 -
				854 7 10
31 Dec.	1847	Add twelve months' interest on 854 *l.* 7 *s.* 10 *d.*	- - -	51 4 9
				905 12 7
		Deduct excess of receipts, Montreal	- - -	57 - -
				848 12 7
31 Dec.	1848	Add twelve months' interest on 848 *l.* 12 *s.* 7 *d.*	- - -	50 18 9
				899 11 4
		Deduct excess of receipts, Montreal	- - -	39 4 4
				860 7 -
31 Dec.	1849	Add twelve months' interest on 860 *l.* 7 *s.* -	- - -	51 12 -
				911 19 -
		Deduct excess of receipts, Montreal	- - -	19 6 2
				892 12 10
31 Dec.	1850	Add twelve months' interest on 892 *l.* 12 *s.* 10 *d.*	- - -	53 11 7
				946 4 5
		Deduct excess of receipts, Montreal	- - -	124 17 6
				821 6 11
31 Dec.	1851	Add twelve months' interest on 821 *l.* 6 *s.* 11 *d.*	- - -	49 5 2
				870 12 1
		Deduct excess of receipts, Montreal	- - -	110 9 2
				760 2 11
31 Dec.	1852	Add twelve months' interest on 760 *l.* 2 *s.* 11 *d.*	- - -	45 12 -
				805 14 11
		Deduct excess of receipts, Montreal	- - -	186 2 -
				619 12 11
31 Dec.	1853	Add twelve months' interest on 619 *l.* 12 *s.* 11 *d.*	- - -	37 4 -
				656 16 11
		Deduct excess of receipts, Montreal	- - -	533 - 3
				123 16 8
31 Dec.	1854	Add twelve months' interest on 123 *l.* 16 *s.* 8 *d.*	- - -	7 8 9
			£.	131 5 5

			£.	s.	d.
31 Dec.	1854.	Excess of receipts, Montreal - - - - - -	342	–	–
		Deduct loss and interest - - - - -	131	5	5
		Total excess with interest - - - -	210	14	7
31 Dec.	1855	Add twelve months' interest on 210 *l.* 14 *s.* 7 *d.* - - -	12	13	2
		„ excess of receipts, Montreal - - - - - -	354	–	–
			577	7	9
31 Aug.	1856	Add eight months' interest on 577 *l.* 7 *s.* 9 *d.* - - -	23	1	7
		„ excess receipts, Montreal - - - - - -	167	–	–
		£.	767	9	4

Statement, No. 2.

STATEMENT showing the Loss sustained by Mr. *G. H. Ryland* in consequence of the Contract he made with Lord *Sydenham* not having been carried out; and assuming the Compulsory Registration under the Ordinance, would have produced one-half only of the estimated sum of 25,000 *l.* in the Year 1842.

		£.	s.	d.
Item 1, Schedule (E.)	£. 12,500 with interest charged half yearly, from 1 January 1843 to the 31 August 1856, inclusive - - - -	28,043	15	6
Item 2, Schedule (F.)	Loss on the guaranteed salary of 515 *l.* per annum, payable quarterly with interest, charged quarterly from 1 January 1843 to 31 August 1856, after deducting the amounts received from Lord Stanley's despatch (Schedule C. 2,388 *l.* 5 *s.* 8 *d.*) * - - - - - - - - -	9,577	4	3
		37,620	19	9
	Deduct—			
	Amounts received from the registration offices (Schedule (D.)	767	9	4
		36,853	10	5
	Add—			
	Estimate of commutation of pension - - - - -	5,150	–	–
	Total Loss - - £.	42,003	10	5

* Schedule (F.), £. 10 more. - - - £. 42,013. 10. 5.

SCHEDULE (E.)

			£.	s.	d.	£.	s.	d.
1 Jan.	1843	To estimated amount of fees over expenses, 1842 - - - - - - - - - -				12,500	–	–
30 June	–	„ six months' interest on - - - -	12,500	–	–	375	–	–
						12,875	–	–
31 Dec.	–	„ six months' interest on - - - -	12,875	–	–	386	5	–
						13,261	5	–
30 June	1844	To six months' interest on - - - -	13,261	5	–	397	16	7
						13,659	1	7
31 Dec.	–	„ six months' interest on - - - -	13,659	1	7	409	15	5
		Carried forward - - - £.				14,068	17	–

			£. s. d.	£. s. d.
		Brought forward - - -		14,068 17 –
30 June	1845	To six months' interest on - - - -	14,068 17 –	422 1 5
				14,490 18 5
31 Dec.	–	„ six months' interest on - - - -	14,490 18 5	434 14 7
				14,925 13 –
30 June	1846	To six months' interest on - - - -	14,925 13 –	447 15 7
				15,373 8 7
31 Dec.	–	„ six months' interest on - - - -	15,373 8 7	461 3 9
				15,834 12 4
30 June	1847	To six months' interest on - - - -	15,834 12 4	475 1 –
				16,309 13 4
31 Dec.	–	„ six months' interest on - - - -	16,309 13 4	489 6 –
				16,798 19 4
30 June	1848	To six months' interest on - - - -	16,798 19 4	503 19 5
				17,302 18 9
31 Dec.	–	„ six months' interest on - - - -	17,302 18 9	519 1 9
				17,822 – 6
30 June	1849	To six months' interest on - - - -	17,822 – 6	534 13 2
				18,356 13 8
31 Dec.	–	„ six months' interest on - - - -	18,356 13 8	550 14 2
				18,907 7 10
30 June	1850	To six months' interest on - - - -	18,907 7 10	567 4 2
				19,474 12 –
31 Dec.	–	„ six months' interest on - - - -	19,474 12 –	584 5 –
				20,058 17 –
30 June	1851	To six months' interest on - - - -	20,058 17 –	601 15 5
				20,660 12 5
31 Dec.	–	„ six months' interest on - - - -	20,660 12 5	619 16 7
				21,280 9 –
30 June	1852	To six months' interest on - - - -	21,280 9 –	638 8 –
				21,918 17 –
31 Dec.	–	„ six months' interest on - - - -	21,918 17 –	657 11 5
				22,576 8 5
30 June	1853	To six months' interest on - - - -	22,576 8 5	677 5 7
				23,253 14 –
31 Dec.	–	„ six months' interest on - - - -	23,253 14 –	697 12 5
				23,951 6 5
30 June	1854	To six months' interest on - - - -	23,951 6 5	718 10 7
				24,669 17 –
31 Dec.	–	„ six months' interest on - - - -	24,669 17 –	740 2 –
				25,409 19 –
30 June	1855	To six months' interest on - - - -	25,409 19 –	762 6 –
				26,172 5 –
31 Dec.	–	„ six months' interest on - - - -	26,172 5 –	785 3 2
				26,957 8 2
30 June	1856	To six months' interest on - - - -	26,957 8 2	808 14 2
				27,766 2 4
31 Aug.	–	„ two months' interest on - - - -	27,766 2 4	277 13 2
			£.	28,043 15 6

SCHEDULE (F.)

		£. s. d.	£. s. d.	£. s. d.
31 March 1842	To one-fourth of 515 *l.* yearly, payable quarterly - -	- - -	- - -	128 15 -
30 June –	„ three months' interest on	128 15 –	1 18 8	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				130 13 8
				259 8 8
30 Sept. –	„ three months' interest on	259 8 8	3 17 8	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				132 12 8
				392 1 4
31 Dec. –	„ three months' interest on	392 1 4	5 17 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				134 12 7
				526 13 11
31 March 1843	To three months' interest on	526 13 11	7 18 1	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				136 13 1
				663 7 –
30 June –	„ three months' interest on	663 7 –	9 18 11	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				138 13 11
				802 – 11
30 Sept. –	„ three months' interest on	802 – 11	12 – 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				140 15 7
				942 16 6
31 Dec. –	„ three months' interest on	942 16 6	14 2 11	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				142 17 11
				1,085 14 5
31 March 1844	To three months' interest on	1,085 14 5	16 5 9	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				145 – 9
				1,230 15 2
30 June –	„ three months' interest on	1,230 15 2	18 9 3	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				147 4 3
				1,377 19 5
30 Sept. –	„ three months' interest on	1,377 19 5	20 13 5	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				149 8 5
				1,527 7 10
31 Dec. –	„ three months' interest on	1,527 7 10	22 18 1	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				151 13 1
				1,679 – 11
1 Jan. 1845	Deduct, receipt, Lord Stanley -	- - -	- - -	333 – –
				1,346 – 11
31 March –	Add, three months' interest on	1,346 – 11	20 3 9	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				148 18 9
				1,494 19 8
1 April –	Deduct, receipt, Lord Stanley -	- - -	- - -	27 15 –
				1,467 4 8
30 June –	Add, three months' interest on	1,467 4 8	22 – 1	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				150 15 1
		Carried forward - - - £.		1,617 19 9

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			1,617 19 9
1 July 1845	Deduct, receipt, Lord Stanley - - -		- - -	27 15 -
				1,590 4 9
30 Sept. -	Add, three months' interest on	1,590 4 9	28 17 -	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				152 12 -
				1,742 16 9
1 October -	Deduct, receipt, Lord Stanley - - -		- - -	27 15 -
				1,715 1 9
31 Dec. - -	Add, three months' interest on	1,715 1 9	25 14 6	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				154 9 6
31 March 1846	Add, three months' interest on	1,869 11 3	28 1 -	1,869 11 3
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				156 16 -
				2,026 7 3
30 June -	„ three months' interest on	2,026 7 3	30 7 9	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				159 2 9
				2,185 10 -
30 Sept. -	„ three months' interest on	2,185 10 -	32 15 6	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				161 10 6
				2,347 - 6
31 Dec. -	„ three months' interest on	2,347 - 6	35 4 1	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				163 19 1
				2,510 19 7
31 March 1847	Add, three months' interest on	2,510 19 7	37 13 3	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				166 8 3
				2,677 7 10
30 June -	„ three months' interest on	2,677 7 10	40 3 1	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				168 18 1
				2,846 5 11
30 Sept. -	„ three months' interest on	2,846 5 11	42 13 9	
	„ one fourth of 515 *l.* - - - -		128 15 -	
				171 8 9
				3,017 14 8
30 Dec. -	„ three months' interest on	3,017 14 8	45 5 5	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				174 - 5
				3,191 15 1
31 March 1848	Add, three months' interest on	3,191 15 1	47 17 7	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				176 12 7
				3,368 7 8
30 June -	„ three months' interest on	3,368 7 8	50 10 5	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				179 5 5
				3,547 13 1
30 Sept. -	„ three months' interest on	3,547 13 1	53 4 5	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				181 19 5
				3,729 12 6
31 Dec. -	„ three months' interest on	3,729 12 6	55 19 -	
	„ one-fourth of 515 *l.* - - - -		128 15 -	
				184 14 -
	Carried forward - - - £.			3,914 6 6

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			3,914 6 6
31 March 1849	Add, three months' interest on	3,914 6 6	58 14 2	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				187 9 2
				4,101 15 8
30 June –	„ three months' interest on	4,101 15 8	61 10 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				190 5 7
				4,292 1 3
30 Sept. –	„ three months' interest on	4,292 1 3	64 7 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				193 2 7
				4,485 3 10
31 Dec. - -	„ three months' interest on	4,485 3 10	67 5 6	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				196 – 6
				4,681 4 4
31 March 1850	Add, three months' interest on	4,681 4 4	70 4 3	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				198 19 3
				4,880 3 7
30 June –	„ three months' interest on	4,880 3 7	73 4 –	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				201 19 –
				5,082 2 7
30 Sept. –	„ three months' interest on	5,082 2 7	76 4 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				204 19 7
				5,287 2 2
31 Dec. –	„ three months' interest on	5,287 2 2	79 6 1	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				208 1 1
				5,495 3 3
1 Jan. 1851	Deduct, receipt, Lord Stanley -	- - -	- - -	582 15 –
				4,912 8 3
31 March –	Add, three months' interest on	4,912 8 3	73 13 7	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				202 8 7
				5,114 16 10
1 April –	Deduct, receipt, Lord Stanley -	- - -	- - -	27 15 –
				5,087 1 10
30 June –	Add, three months' interest on	5,087 1 10	76 6 1	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				205 1 1
				5,292 2 11
1 July –	Deduct, receipt, Lord Stanley -	- - -	- - -	27 15 –
				5,264 7 11
30 Sept. –	Add, three months' interest on	5,264 7 11	78 19 2	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				207 14 2
				5,472 2 1
1 Oct. –	Deduct, receipt, Lord Stanley -	- - -	- - -	27 15 –
				5,444 7 1
31 Dec. –	Add, three months' interest on	5,444 7 1	81 13 2	
	„ one-fourth of 515 *l.* -	- - -	128 15 –	
				210 8 2
	Carried forward - - -			5,654 15 3

			£. s. d.	£. s. d.	£. s. d.
		Brought forward - - -			5,654 15 3
1 Jan.	1852	Deduct, receipt, Lord Stanley - - -			27 15 –
					5,627 – 3
31 Mar.	–	Add, three months' interest on	5,627 – 3	84 8 1	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					213 3 1
					5,840 3 4
1 April	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					5,812 8 4
30 June	–	Add, three months' interest on	5,812 8 4	87 3 7	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					215 18 7
					6,028 6 11
1 July	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,000 11 11
30 Sept.	–	Add, three months' interest on	6,000 11 11	90 – 3	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					218 15 3
					6,219 7 2
1 Oct.	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,191 12 2
31 Dec.	–	Add, three months' interest on	6,191 12 2	92 17 7	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					221 12 7
					6,413 4 9
1 Jan.	1853	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,385 9 9
31 Mar.	–	Add, three months' interest on	6,385 9 9	95 15 9	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					224 10 9
					6,610 – 6
1 April	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,582 5 6
30 June	–	Add, three months' interest on	6,582 5 6	98 14 10	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					227 9 10
					6,809 15 4
1 July	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,782 – 4
30 Sept.	–	Add, three months' interest on	6,782 – 4	101 14 7	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					230 9 7
					7,012 9 11
1 Oct.	–	Deduct, receipt, Lord Stanley - - -			27 15 –
					6,984 14 11
31 Dec.	–	Add, three months' interest on	6,984 14 11	104 15 6	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					233 10 6
		Carried forward - - - £.			7,218 5 5

			£. s. d.	£. s. d.	£. s. d.
		Brought forward - - -			7,218 5 5
1 Jan.	1854	Deduct, receipt, Lord Stanley	- - -	- - -	27 15 –
					7,190 10 5
31 Mar.	–	Add, three months' interest on	7,190 10 5	107 17 3	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					236 12 3
					7.427 2 8
1 April	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					7,399 7 8
30 June	–	Add, three months' interest on	7,399 7 8	110 19 9	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					239 14 9
					7,639 2 5
1 July	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					7,611 7 5
30 Sept.	–	Add, three months' interest on	7,611 7 5	114 3 3	
		„ one fourth of 515 *l.* - - - -		128 15 –	
					242 18 3
					7,854 5 8
1 Oct.	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					7,826 10 8
31 Dec.	–	Add, three months' interest on	7,826 10 8	117 8 1	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					246 3 1
					8,072 13 9
1 Jan.	1855	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					8,044 18 9
31 Mar.	–	Add, three months' interest on	8,044 18 9	120 13 6	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					249 8 6
					8,294 7 3
1 April	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					8,266 12 3
30 June	–	Add, three months' interest on	8,266 12 3	124 – 1	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					252 15 1
					8,519 7 4
1 July	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					8,491 12 4
30 Sept.	–	Add, three months' interest on	8,491 12 4	127 7 7	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					256 2 7
					8,747 14 11
1 Oct.	–	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					8,719 19 11
31 Dec.	–	Add, three months' interest on	8,719 19 11	130 16 –	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					259 11 –
					8,979 10 11
		Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
					8,951 15 11
31 March	1856	Add, three months' interest on	8,951 15 11	134 5 7*	
		„ one-fourth of 515 *l.* - - - -		128 15 –	
					253 – 7
		Carried forward - - - £.			9,204 16 6

* March 31 interest short carried out, 10 *l.*

		£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -			9,204 16 6
1 April 1856	Deduct, receipt, Lord Stanley - - -		- -	27 15 –
				9,177 1 6
30 June –	Add, three months' interest on	9,177 1 6	137 13 1	
	„ one-fourth of 515 *l.* - - - -		128 15 –	
				266 8 1
				9,443 9 7
1 July –	Deduct, receipt, Lord Stanley - - -		- - -	27 15 –
				9,415 14 7
31 Aug. –	Add, two months' interest on	9,415 14 7	94 3 –	
	„ one-sixth of 515 *l.* - - - -		85 16 8	
				179 19 8
				9,595 14 3
	Deduct, accruing Lord Stanley - -		- - -	18 10 –
			£.	9,577 4 3

RECAPITULATION from the Blue Book, No. 3, 1847, page 19.

RECEIPTS and EXPENDITURE of the Registry Office in *Quebec.*

		£. s. d.
1842 to 1843 -	Expenses of Registry Office in Quebec, to 1 January 1843, as laid before the House - - - - - - - - -	812 4 4
	Number of memorials registered from 1 January 1842 to 1 January 1843, 1,821.	
	Deeds at full length, 3; amount of fees on ditto - - -	530 8 3½
	Excess of Disbursements during same period, as shown in Printed Statement laid before the House - - - - - - - - - £.	281 16 –
1843 to 1844 -	Expenses of Registry Office, &c. &c. - - - - -	731 17 3
	Number of memorials and deeds registered during same period, 2,405.	
	Fees on above (70 *l.* of which will never be had) - - -	603 – –
	Excess of Expenditure during this period - - - £.	128 17 3
18 months, from 1 January 1844 to 9 July 1845.	Expenses of Registration in Quebec:	
	Deputy, at the rate of 250 *l.* per annum - - - -	375 – –
	One clerk „ 100 *l.* „ - - - - -	150 – –
*Sic. in orig.	Two ditto* „ 80 *l.* „ - - - - -	240 – –
	Books and stationery - - - - - - - -	110 – –
	Fuel and office servant - - - - - - -	64 – –
	Ten clerks employed from 1 June 1845 to 2 May 1846, in bringing up arrears and completing registration of documents delivered in during Mr. Ryland's time - - -	767 19 –
	Mr. Legg, employed in superintending from 9 July 1845 to 1 July 1847 - - - - - - - - -	160 – –
		1,866 19 –
	Number of deeds registered in above 18 months, 6,474. The fees on only 5,170 were paid, being 1,482 *l.* 2 *s.*, and 37 *l.* 1 *s.* for search - - - - - - - - - -	1,519 3 –
	Excess of Expenditure over Receipts - - - £.	347 16 –

RECEIPTS and EXPENDITURE of the Registry Office in *Montreal*.

		£. s. d.	£. s. d.
From 9 July 1845 to 31 Dec. 1846.	Amount of Fees at Montreal:		
	On memorials, deeds at full length, and Custom-house bonds	993 17 –	
	Balance, as nearly as can be ascertained, without counting the words in the unentered deeds	67 2 9	
	Fees on certificates and discharges	62 10 –	
	Searches	53 1 –	
			1,176 10 9
	Expenses of Registration:		
	Deputy and two clerks	660 – –	
	Extra writers	73 – –	
	Books, stationery, and printing	93 – –	
	Fuel	18 – –	
	Office servant, cutting wood, and charwoman	22 10 –	
	Office rent and assessments	105 – –	
	Counter, table, carpet, and chairs	10 5 –	
	Expenses of completing the work, at least	125 – –	
		1,106 15 –	
	To which may be added debts due to the office	67 2 9	
			1,173 17 9
	Excess of Receipts over Expenditure	£.	2 13 –

Note.—These accounts extracted from Blue Book, No. 8, 1847, pages 19 and 22. Continuation of the Correspondence relative to the Claim of George Herman Ryland, Esq., on Her Majesty's Government.

1847:

	£. s. d.
GROSS RECEIPT during 1847, being for Searches, Certificates, and the Registration of 2,389 Deeds at full length, and by Memorial	675 5 –

EXPENDITURE during 1847:

	£. s. d.	
To Weston, deputy	250 – –	
„ Aussem, clerk	100 – –	
„ Daoust, clerk	75 – –	
„ Doutre, clerk	75 – –	
„ office rent	50 – –	
„ fuel	27 5 –	
„ stationery	29 – –	
	*618 5 –	*Sic in orig.
Nett Receipt	£. 57 – –	

1848:

	£.	s.	d.
GROSS RECEIPT during 1848, being for Searches, Certificates, and the Registration of 1,542 Deeds - - - - - - - - - -	695	18	5½

EXPENDITURE during 1848:

	£.	s.	d.	£.	s.	d.
To Weston, deputy - - - - - - - - -	250	–	–			
„ Aussem, clerk - - - - - - - - -	100	–	–			
„ C. Daoust, clerk - - - - - - - - -	75	–	–			
„ R. Daoust, clerk - - - - - - - - -	75	–	–			
„ Doutre, clerk - - - - - - - - -	75	–	–			
„ fuel and stationery - - - - - - - -	31	14	1½			
„ office rent - - - - - - - - - -	50	–	–			
				656	14	1½
Nett Receipt - - - £.				39	4	4

1849:

	£.	s.	d.
GROSS RECEIPT during 1849, being for Searches, Certificates, and the Registration of 1,191 Deeds - - - - - - - - - -	543	19	11

EXPENDITURE during 1849:

	£.	s.	d.	£.	s.	d.
To Weston, deputy - - - - - - - - -	250	–	–			
„ Aussem, clerk - - - - - - - - -	100	–	–			
„ Daoust, clerk - - - - - - - - -	75	–	–			
„ Doutre, clerk - - - - - - - - -	75	–	–			
„ books and stationery - - - - - - - -	24	13	9			
				524	13	9
Nett Receipt - - - £.				19	6	2

1850:

	£.	s.	d.
GROSS RECEIPT during 1850, being for Searches, Certificates, and the Registration of 1,080 Deeds - - - - - - - - - -	532	12	1

EXPENDITURE during 1850:

	£.	s.	d.	£.	s.	d.
To Weston, balance of account - - - - -	25	–	–			
„ Doutre, deputy - - - - - - - - -	150	–	–			
„ Meyer, clerk - - - - - - - - -	100	–	–			
„ E. Genaud, clerk - - - - - - - -	75	–	–			
One extra clerk - - - - - - - - -	37	10	–			
To fuel and stationery - - - - - - - -	20	2	7			
				407	12	7
Nett Receipt - - - £.				124	17	6

1851:

	£.	s.	d.	£.	s.	d.
GROSS RECEIPT during 1851, being for Searches, Certificates, and the registration of 935 Deeds				489	19	6
EXPENDITURE during 1851:						
To Doutre, deputy	150	–	–			
„ Genaud, clerk	90	–	–			
„ Palardy, clerk	75	–	–			
One extra clerk	39	10	4			
To stationery	25	–	–			
				379	10	4
Nett Receipt £.				110	9	2

1852:

	£.	s.	d.	£.	s.	d.
GROSS RECEIPT during 1852, being for Searches, Certificates, and the registration of 1,142 Deeds				511	2	–
EXPENDITURE during 1852:						
To Doutre, deputy	150	–	–			
„ Genaud, clerk	100	–	–			
„ Dufresne, clerk	60	–	–			
„ stationery	15	–	–			
				325	–	–
Nett Receipt £.				186	2	–

1853:

	£.	s.	d.	£.	s.	d.
GROSS RECEIPT during 1853, being for Search, Certificates, and the registration of 1,714 Deeds				1,058	–	–
EXPENDITURE during 1853:						
To Doutre, deputy	250	–	–			
„ Genaud, clerk	100	–	–			
„ Palardy, clerk	90	–	–			
„ Goodwilly, clerk	41	–	–			
„ office servant	9	–	–			
„ stationery	34	19	9			
				524	19	9
Nett Receipt £.				533	–	3

1854:

	£.	s.	d.
GROSS RECEIPT during 1854, being for Searches, Certificates, and the registration of 5,270 Deeds, including 3,800 Debentures of the Montreal and Bytown Railroad Company, upon which no fees have been paid yet	777	16	6

EXPENDITURE during 1854:

	£.	s.	d.	£.	s.	d.
To Doutre, deputy	250	–	–			
„ Palardy, clerk	75	–	–			
„ P. Doutre, clerk	80	–	–			
„ Laberge	15	–	–			
„ stationery	15	16	6			
				435	16	6
Nett Receipt			£.	342	–	–

1855:

	£.	s.	d.
GROSS RECEIPT during 1855, being for Searches, Certificates, and the registration of 2,135 Deeds, including 480 Debentures of the Champlain and St. Lawrence Railroad Company, at 1*s.* 3*d.* each	919	–	6

EXPENDITURE during 1855:

	£.	s.	d.	£.	s.	d.
To Doutre, deputy	250	–	–			
„ W. H. Ryland clerk	90	–	–			
„ P. Doutre, clerk	90	–	–			
„ Levert, clerk	60	–	–			
„ office servant	12	–	–			
„ books and stationery	63	–	6			
				565	–	6
Nett Receipt			£.	354	–	–

1856:

	£.	s.	d.
GROSS RECEIPT from 1st January up to 1st September 1856, being for Searches, Certificates, and the registration of 955 Deeds	511	14	6

EXPENDITURE from 1 January up to 1 September 1856:

	£.	s.	d.	£.	s.	d.
To Doutre, deputy	166	11	4			
„ P. Doutre, clerk	60	–	–			
„ Levert, clerk	40	–	–			
„ office servant	6	–	–			
„ an index to discharges	50	–	–			
„ books and stationery	22	3	2			
				344	14	6
Nett Receipt			£.	167	–	–

MR. G. H. RYLAND.

COPY of PAPERS and CORRESPONDENCE, &c. between the Imperial Government and Government of *Canada*, from 1 June 1855, relative to the Case of Mr. *George H. Ryland*, formerly Clerk of the Council in *Canada*, including Lord *John Russell*'s Despatch of 20 July 1855, &c.

(*Captain Vivian*).

Ordered, by The House of Commons, *to be Printed*,
23 *February* 1859.

85.

Under 8 *oz.*

150

POSTAL COMMUNICATION WITH NORTH AMERICA.
MAIL SERVICE (GALWAY AND AMERICA).

RETURN to Two Orders of the Honourable The House of Commons, dated 31 March and 5 April 1859;—*for*,

(Order, 31 March 1859.)

COPIES "of all Applications, Reports, Papers, or Communications made to any Department of the Government relating to Proposals for new Contracts to establish Steam Communication, for Postal Purposes, between *Great Britain*, or *Ireland*, and *North America*, since the 1st day of January 1858; and the Replies thereto:"

"And, of Reply given by the Government, dated the 9th day of November 1858, to the Liverpool, New York, and Philadelphia Company, on the same subject."

(*Mr. Monsell.*)

(Order, 5 April 1859.)

COPY "of all Correspondence on the subject of the intended Mail Service between *Galway* and *America*."

(*Mr. Horsfall.*)

Treasury Chambers,
14 April 1859.

STAFFORD H. NORTHCOTE.

Ordered, by The House of Commons, *to be Printed*,
15 *April* 1859.

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— No. 1. —

CORRESPONDENCE relative to the PROPOSED CONTRACTS with the NORTH ATLANTIC STEAM NAVIGATION COMPANY for the Conveyance of Mails between this Country and *Newfoundland*.

The Attorney General of *Newfoundland* to Mr. *Wilson*.

42, Upper George-street, Bryanstone-square,
Sir, 27 June 1857.

I HAVE the honour to inform you that I have received a definite offer in writing from the North Atlantic Steam Navigation Company to run suitable steamers between Liverpool and some North American port, calling at St. John's on their outward and homeward voyages, and conveying our mails fortnightly, for five years, at 13,000 *l.* a year. This sum, I may observe, I consider rather high, and I have little doubt they may be induced to take something less. They have requested a reply within a specified time, which I have asked may be extended, to enable me to ascertain what amount you are disposed to allow, on behalf of the Imperial Government, for carrying the mails direct, in addition to the annual allowance of 7,000 *l.* voted by the Local Legislature for this service.

I therefore trust you will not deem me importunate in respectfully soliciting your early attention to a matter of such importance to the commercial interests of Newfoundland; and I shall be happy to wait upon you, according to your polite intimation, at any time you shall have the kindness to name, for the purpose of conferring with you upon the subject.

I have, &c.
(signed) *P. F. Little*,
Attorney General of Newfoundland.

James Wilson, Esquire, M.P.,
&c. &c. &c.

Mr. *Merivale* to Sir *Charles Trevelyan*, K.C.B.

Sir, Downing-street, 10 July 1857.

I AM directed by Mr. Secretary Labouchere to transmit to you the copy of a letter from Mr. P. F. Little and Mr. L. O'Brien, both members of the Executive Council of Newfoundland, bringing under the notice of Her Majesty's Government the claims of that island to pecuniary assistance from Great Britain towards the establishment of direct steam communication with this country.

Mr. Labouchere requests that you will represent to the Lords Commissioners of the Treasury that he regards it of great consequence to provide Newfoundland as soon as possible with the means of ready and convenient communication with this country; and that, reviewing all the circumstances of the case, he is disposed to recommend to the favourable consideration of their Lordships that a sum not exceeding three thousand pounds (3,000 *l.*) per annum be applied for a specified number of years to this object.

I am, &c.
(signed) *Herman Merivale.*

Sir Charles Trevelyan, K.C.B.,
&c. &c. &c.

Enclosure.

42, Upper George-street, Bryanstone-square,
Sir, 8 July 1857.

We have the honour to state that it appears a renewed or modified contract was made by the Admiralty with Mr. Cunard in 1854, by which he receives 14,700 *l.* a year, until 1862, for the conveyance of mails in three screw steamers of 90-horse power each, to ply, one between Halifax, Nova Scotia, and Newfoundland, fortnightly, during eight months, and only monthly during the four other months in each year, and the other two between Halifax and the Islands of St. Thomas and Bermuda.

The English mails for Newfoundland are conveyed from Liverpool to Halifax by the British and North American Royal Mail Steamers, which frequently pass within sight of the port of St. John's, and in carrying our mails and passengers to Halifax, take them about 500 miles westward of St. John's, to be sent back the same distance, in one of those small steamers, after remaining usually three days in Halifax waiting the arrival of the American mails from Boston. A delay of about ten days is thus caused in the delivery of each English mail, either for England or the Colony, and the same delay to passengers, compared with the time which suitable steamers would take in running from Liverpool direct to St. John's, which would not be more than eight days, against 17 or 18 days for eight months, and from 17 to 30 days for the other four months in each year occupied in the transmission of the mails from Liverpool to St. John's, *viâ* Halifax.

The loss and inconvenience experienced by the trade of the Colony under this arrangement have formed the subject of agitation and complaint on the part of the inhabitants for several years past, and the Local Legislature in the last Session, notwithstanding the small amount of the aggregate colonial revenue, and the many urgent claims on it for local improvements, voted 7,000 *l.* a year, for five years, to induce a line of Atlantic steamers, running between England and the American Continent, to call at the port of St. John's fortnightly on their outward and homeward voyages; but that sum being insufficient to secure the calling of steamers, it was expected that the Imperial Government would grant a moderate sum, say from 3,000 *l.* to 5,000 *l.* annually, for the conveyance of mails direct between England and the Colony, particularly as direct and increased mail accommodation has become absolutely necessary to meet the growing requirements of the colonial trade. A sum of 10,000 *l.* or 12,000 *l.* would thus be made up, which would secure the calling of suitable steamers. The packet postage received by the Imperial Government on account of the Newfoundland mail service is about 2,000 *l.* a year, which would doubtless be considerably increased with the facilities of more frequent and direct communication.

The inferior character of the passenger accommodation between Halifax and Newfoundland in the small mail screw steamer employed in the service; the serious delay in the delivery and transmission of our mails; the growing importance of the colonial trade, the exports and imports of the Colony being about 3,000,000 *l.* currency a year, and its commercial relations, extending not only to many parts of Europe, but also North and South America; the demands for labour in the Colony (requiring emigration to supply it), not only for the prosecution of its extensive and valuable fisheries, but also for the cultivation of our wild lands, large quantities of which are rich and productive, as well as for the development of the mineral resources, coal, copper, and lead, with which the island abounds,—are substantial reasons, we respectfully submit, for expecting the co-operation of the parent Government in promoting an enterprise of advantage to England as well as to Newfoundland.

Besides the grant of 7,000 *l.* a year for direct steam communication, the Local Legislature have guaranteed the interest on 50,000 *l.* for 20 years at five per cent. per annum on the outlay in the construction of the electric telegraph extending from St. John's to the continent of America, and have also agreed to grant considerable tracts of land to the company projecting that enterprise, to be doubled on the completion of the sub-Atlantic cable. It cannot therefore be fairly said that they have not done all that they could be reasonably expected to do, with the limited means at their control, to encourage communication with the Colony before they determined to apply to the Imperial Government for the moderate assistance they now require to enable them to improve their postal arrangements, and avail of the advantages of direct steam communication with the mother country.

By

By Mr. Cunard's contract he is only bound to convey 20 mails yearly each way between Halifax and St. John's, and if we can arrange to obtain 20 other mails direct and transmit the same number for 10,000 *l.*, we conceive such an arrangement would serve the interest of the Colony, perhaps better upon the whole than to substitute direct fortnightly communications during the year for the present arrangement, and we therefore earnestly solicit your favourable consideration of this view of the subject, as the only one likely to lead to a satisfactory solution of the difficulties which appear to surround it.

We have, &c.
(signed) *P. F. Little.*
Lawrence O'Brien.

The Right Hon. Henry Labouchere, M.P.,
&c. &c. &c.

TREASURY MINUTE, dated 17 July 1857.

WRITE to Mr. Merivale, for the information of Mr. Secretary Labouchere, that my Lords will not object to sanction the appropriation of a sum not exceeding 3,000 *l.* a year, as a contribution towards the establishment of a direct postal communication between this country and Newfoundland, in accordance with Mr. Labouchere's recommendation, leaving the details of the arrangement for the future consideration and approval of my Lords, who have accordingly requested Mr. Little and Mr. O'Brien to call upon them for the purpose of arriving at some understanding with respect to the nature of the service which it will be expedient and practicable to establish, and the best mode of carrying it into effect.

Mr. *Frederick Elliot* to Sir *Charles Trevelyan*, K. C. B.

Sir, Downing-street, 27 August 1857.

WITH reference to Mr. Merivale's letter of the 10th of July, and to your answer of the 20th of the same month, in which you express the concurrence of the Lords Commissioners of the Treasury in paying a contribution of three thousand pounds (3,000 *l.*), in addition to seven thousand pounds (7,000 *l.*) which has been provided by the Legislature of the Colony for establishing a direct postal communication with Newfoundland, I am directed by Mr. Secretary Labouchere to enclose, for your information, the copy of a letter from Mr. Little, the Attorney General of Newfoundland, stating that a total amount of fourteen thousand pounds (14,000 *l.*) proves to be requisite for the proposed service, and inquiring whether the Lords Commissioners of the Treasury will be willing to raise accordingly the amount given from this country from three thousand pounds (3,000 *l.*) to seven thousand pounds (7,000 *l.*)

Mr. Labouchere has already stated to their Lordships the importance that he attaches to securing this means of communication between this country and Newfoundland; but he must leave it to their Lordships to decide whether they think it proper to devote the further amount of public money now asked for, in order to obtain it.

I am, &c.
(signed) *T. Fred. Elliot.*

Sir C. E. Trevelyan, K. C. B.,
&c. &c. &c.

Enclosure.

42, Upper George-street, Bryanstone-square,
Sir, 22 August 1857.

I HAVE the honour to inform you, that owing to the recent demand for screw steamers to take troops to the East, I have been unable to make an arrangement for the direct mail service to Newfoundland for the available sum of 10,000 *l.* a year, but I can effect a contract with a reliable company, of which Mr. Crawford, M. P. for the City of London, is chairman, having four efficient steamers at present running from Southampton to New York, for the sum of 14,000 *l.* a year. I am

 therefore

therefore obliged to ask you to give this most serious question your best consideration, and to lend to its accomplishment the weight and influence of the department over which you so ably preside; with such influence as you can bring to our assistance with their Lordships, Her Majesty's Commissioners of the Treasury, I feel assured the necessary increase of the grant already made from 3,000 *l.* to 7,000 *l.* will be agreed to, as no doubt their Lordships will view the question as one of great commercial importance to Newfoundland, a purely commercial Colony as it is. I may add, that not only the merchants and manufacturers in England connected with the Colony take a lively interest in the speedy establishment of this direct postal communication, but likewise all classes in Newfoundland.

I have, &c.

The Right Honourable Henry Labouchere, &c. &c. &c.

(signed) *P. F. Little.*

Treasury Minute, dated 27 August 1857.

Write to Mr. Merivale, for the information of Mr. Labouchere, that my Lords, while they fully recognise the importance of the object sought by the Newfoundland Government, regret that they are unable to consent to a larger grant than that offered, especially when they bear in mind that already 4,000 *l.* a year is paid for this service.

The Attorney General of *Newfoundland* to Mr. *Wilson*, M. P.

42, Upper George-street, Bryanstone-square,
5 October 1857.

Sir,

Presuming that you will be able to effect an arrangement with Mr. Cunard for a direct Newfoundland mail service, I beg to make the following suggestions for your consideration in making the contract with him.

1. The steamers to perform the service efficiently should be at least 1,000 or 1,200 tons burthen, and about 250 or 300 tons nominal or registered horse power, with a corresponding increase in the power if the vessels should be larger; and they should be capable of performing the voyage between Newfoundland and Liverpool in ten days on an average.

2. One steamer should start from Liverpool to Boston, Portland or New York, and one thence for England monthly, and call at the port of St. John's, Newfoundland, for the conveyance and delivery of mails and passengers on their outward and homeward voyages, each remaining at St. John's say not less than six hours for that purpose. We should then have twelve mails from England and twelve from the United States yearly, which with the present communication *viâ* Halifax continued, as it would have to be for the conveyance of our inter-colonial and West India mails, would, I presume, satisfy the colonists, as no better arrangement can be made at present.

3. A right should be secured to the Governor of the Colony to demand the time bills, &c. from the commanders of the steamers, and to exercise the control in reference to the service, which is usually granted to the Admiral on the North American station, as stated in the present general and the Newfoundland mail contracts. Under the circumstances already mentioned by me, you will perceive the necessity of giving some local authority the power to see that the contract is faithfully performed.

4. Permission might be given to call at a port in Ireland (perhaps Cork) on the outward and homeward voyages; and if at any time it should happen, which is not very likely, that the port of St. John's should be inaccessible on account of ice, a provision similar to that in Mr. Cunard's present Newfoundland contract may be inserted, authorising him to land the mails at any southern port in Newfoundland.

These are the main points that I deem necessary to bring under your notice; the details of the contract will no doubt suggest themselves to your contract official.

I rely

I rely on your intervention to induce Mr. Cunard to accept the terms offered, and I think he should not object to do so, looking to his position with the Government. If, however, you should fail to arrange with him, I shall leave it to you to advertise for suitable steamers to carry out the service, and you shall be advised of any steps that may be adopted by the Government of Newfoundland on the subject, while I shall be glad to learn the result of your negotiation with Mr. Cunard.

In conclusion, I beg you to accept my sincere acknowledgments for your invariable kindness to me, and for the efforts you have made to meet the views of the Government of Newfoundland on the subject of this important service.

With sentiments of esteem and regard,

I have, &c.

James Wilson, Esq., M.P., Treasury. (signed) *P. F. Little.*

Sir, Bush Hill, Edmonton, 19 October 1857.

In reply to your request to give you my views as to a direct communication between this country and Newfoundland.

It certainly would be a great convenience to Newfoundland, but it would cost a large sum to maintain such a communication.

The travelling portion of the inhabitants of Newfoundland are not numerous; there would not be many passengers; the light freight, such as is carried by steamers, would not amount to much; the heavy articles, such as cordage, iron, salt, &c., which form the great portion of the freight, must go by sailing ships; the postage would not amount to much; but as you appear to attach much importance to the establishment of a direct intercourse, I am willing to undertake to send a steam ship from Liverpool to St. John's and back to Liverpool once a month, carrying the mails, for the sum you have named, viz., 10,000 *l.* per annum, for the term of five years. There will be a heavy loss on this service, but I am desirous of meeting the wishes of the Government.

Your, &c.

James Wilson, Esq., M. P., Treasury. (signed) *S. Cunard.*

Treasury Minute, dated 22 October 1857.

Transmit copy of this letter to Mr. C. Fortescue, and request that he will move Mr. Labouchere to communicate it to the Government of Newfoundland, and request that Her Majesty's Government may be informed whether for this service the sum of 7,000 *l.*, voted for a postal service, would be paid for the term specified, Her Majesty's Government, on their part, undertaking to pay 3,000 *l.*

Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir, Downing-street, 28 December 1857.

With reference to your letter of the 22d of October last, I am directed by Mr. Secretary Labouchere to transmit, for the consideration of the Lords Commissioners of the Treasury, a copy of a Despatch from the Governor of Newfoundland, accompanied by a Minute of Council, declining to accept the proposal of Mr. Cunard to establish a steam communication between Liverpool and that Colony for a sum of ten thousand pounds (10,000 *l.*) per annum, and stating the terms on which the Local Government will be prepared to enter into the contract.

I am, &c.

Sir Charles E. Trevelyan, K. C. B., &c. &c. &c. (signed) *Herman Merivale.*

Enclosure, No. 1.

(No. 90.—Postal Arrangements.)

Government House, St. John's, Newfoundland,
Sir, 11 November 1857.

By yesterday's mail I received your Despatch, No. 25, of the 23d October, with its enclosures, containing a correspondence with your department and Mr. Little, the Attorney General of this Colony, on the subject of direct steam communication with England and Newfoundland.

2. Considering the great trouble which Her Majesty's Government seems to have taken on this subject, I considered it necessary to lose no time in apprising you of the determination which the Council have come to in regard to Mr. Cunard's proposal of a monthly communication from Liverpool to St. John's by one of his steamers.

3. You will find that I have enclosed the resolutions of the Legislature, passed about the termination of the last Session. You will find that there was no vote of the Assembly which could be construed into a positive grant, and I have no doubt that Mr. Little explained this fully to your department. The resolution was simply to grant 7,000*l.* per annum for a steam communication from Liverpool to Newfoundland, from thence to some of the British Provinces or the United States, and to touch on the homeward and outward voyages at Newfoundland. I need not say, that if this arrangement could have been accomplished, it would have been attended with the most beneficial effects to this Colony.

4. You are aware that at present we have fortnightly mail deliveries by Halifax from Liverpool, with sometimes irregularities, but on the whole well performed.

5. I cannot, therefore, understand what advantage it would be to Newfoundland to have one of Mr. Cunard's steamers going back and forth monthly, at an expense of 10,000*l.* per annum, when the Colony seems to have no security that his Halifax boats may be withdrawn, either by his giving up that contract, or for other reasons.

6. I believe there is no man that would better perform any contract that he enters into than Mr. Cunard. It was my intention to have forwarded by this mail a detail, if you chose to give it to him, of the passengers, goods, &c., &c., brought to St. John's by the ships belonging to the North Atlantic Company, the "Circassian" and "Khersonese;" but I am informed that I cannot get these documents before the departure of the next mail, when they shall be forwarded to you.

7. I have now only to conclude by stating my own opinion that Mr. Cunard's proposition will not be entertained. I think the people of Newfoundland are deeply indebted to the Colonial Department for the trouble which they have taken on this subject, and I trust that in future the Governor of this Colony shall be instructed to give to Her Majesty's Government such information as he may consider necessary to evince the feelings of both branches of the Legislature, irrespective of the opinions of delegates sent home, who can only represent the feelings of one party composing the majority in either branch of the Legislature.

I have, &c.
(signed) *A. Bannerman*,
Governor.

The Right Honourable Henry Labouchere, M.P.,
Principal Secretary of State for the Colonies.

Enclosure, No. 2.

Council Chamber, St. John's,
11 November 1857.

At a Council held this day,—Present, His Excellency the Governor, the Honourable the Attorney General, the Honourable the Colonial Secretary, the Honourable the President, the Honourable the Receiver General, the Honourable the Surveyor General, the Honourable James J Rogerson. His Excellency the Governor having submitted for the consideration of the Executive Council a proposal from Mr. Cunard to Mr. Wilson, Secretary of the Treasury, to run a steamship from Liverpool to St. John's and back to Liverpool once a month, conveying the mails, for the sum of 10,000*l.* a year for the term of five years, it is the opinion of the Council that the proposal cannot be accepted, unless it be altered

so as to secure at least two suitable steamers, to be placed on the route from Liverpool to New York, Boston, or Portland, and call at St. John's at least 12 times each way, on the outward and homeward voyages, for the conveyance and delivery of mails and passengers, in conformity with the terms of the annexed resolution, adopted by the local Legislature on the 16th March last. The Government are constrained by the terms of this resolution, not less than by a regard to the interests of the Colony, in view of its growing commercial relations with the United States, to sanction the appropriation of 7,000 *l.* a year voted for this service for the term of five years, only upon the distinct understanding that the conditions mentioned therein shall be embodied in any contract which may be made for the performance of the service. If St. John's were made the terminus on this side of the Atlantic, the Colony would lose at least one-third of the advantages contemplated by the Legislature, and likely to result from the carrying out of the project according to their resolution; while, on the other hand, by making St. John's a port of call for a suitable monthly line of steamers to run between Liverpool and one of the United States ports named, the undertaking would prove much more lucrative to the contractor than if St. John's were made the terminus. In making any contract for this service, the Council would respectfully desire his Excellency to call the particular attention of Her Majesty's Government to this and the other points stated in a letter from Mr. Attorney General Little to Mr. Wilson, dated the 5th October 1857.

(True copy.)
(signed) *J. Kent.*

Resolution adopted by the House of Assembly on the subject of direct Trans-Atlantic Steam Communication between Great Britain and St. John's.

Resolved,—"That it being the anxious desire of this House to secure for the Colony the benefit of direct steam communication with the United Kingdom, British America, and the United States, it is the opinion of this House that the executive Government be authorised to conclude arrangements with such persons or company as shall engage to run two or more steamers of sufficient capacity and power, fortnightly or monthly as may be agreed upon, between some port in the neighbouring Colonies or the United States, and the United Kingdom, calling at St. John's on each outward and homeward voyage, for a period, as may be agreed on, not exceeding five years, and to complete such arrangements as will give a guarantee to the Colony that the contract will be efficiently performed, and that the sum to be expended shall not exceed a sum between five and about seven thousand pounds annually."

Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir, Downing-street, 22 March 1858.

With reference to my letter of the 28th December last, relative to the establishment of a direct steam communication between England and Newfoundland, I am directed by Lord Stanley to transmit to you the copy of a Despatch with an enclosure from the Governor of that Colony on the subject, and to state that his Lordship would be glad to be informed whether any negotiation with Mr. Cunard is going on in this matter; and if not, whether there is any probability that the Lords Commissioners of the Treasury will sanction arrangements with other parties which shall effect the object sought for by the Colony.

I am, &c.
(signed) *Herman Merivale.*

Sir C. E. Trevelyan, K.C.B.
&c. &c. &c.

Enclosure, No. 1.

(No. 16.—Postal.)

Newfoundland, Government House, St. John's,
Sir, 19 February 1858.

Referring to your Despatch, 23 October last, enclosing correspondence with Mr. Little, Attorney General of this Colony, relative to a direct communication by steam from England to St. John's, I replied in mine of the 11th November, that

the grant of 7,000 *l.* per annum for five years embraced a proviso that the steamer was to call at some port in the United States on the outward and homeward passage.

2. Not having had the honour to hear from you again on that subject, I take the liberty of enclosing copy of a letter which I received from the Attorney General last night. As former correspondence alluded to some prospect of an arrangement being made with Mr. Cunard to perform the required service, it will be desirable to know if the negotiation with that gentleman is at an end, and whether the Attorney General's correspondent's statement is correct, that if the Newfoundland Government entered into a contract with him, it would be sanctioned by the Imperial Government?

I have, &c.

Right Hon. H. Labouchere, M.P., &c. &c. &c.

(signed) *A. Bannerman*, Governor.

Enclosure, No. 2.

My dear Sir Alexander, St. John's, 18 February 1858.

I HAVE received a letter from Mr. Wier, of Liverpool, by the present mail, intimating his intention to come to St. John's by 1st March, with the view of closing a contract with the local Government for direct steam communication between this Colony, the United Kingdom, and the United States, monthly, for 10,000 *l.* a year. He states that Mr. Lindsay, M.P., is the owner of the steamers intended for this service, and that Mr. Wilson, Secretary of the Treasury, intimated to him (Mr. Wier), upon applying to him for information, that if the Government of Newfoundland should conclude a contract with him on the subject, he had no doubt it would be sanctioned by the Imperial Government. I infer from this statement that Mr. Cunard has not made any arrangement with Mr. Wilson for this service. Permit me to suggest the propriety of your ascertaining, if any, and what contract has been concluded by Mr. Wilson.

Yours, &c.

His Excellency Sir A. Bannerman.

(signed) *P. F. Little.*

TREASURY MINUTE, dated 18 May 1858.

WRITE to Mr. Merivale for the information of Lord Stanley, that the negotiations which have been entered into with Mr. Cunard for the performance of a direct mail service between this country and Newfoundland, have not been brought to a satisfactory conclusion, and that my Lords are prepared to consider any proposal made by the Colonial Government for effecting this object on the terms set forth in the letter addressed by the late Board of Treasury to Mr. Merivale on 20 July 1857.

Mr. *Merivale* to Sir *Charles Trevelyan*, K.C.B.

Sir, Downing-street, 31 May 1858.

WITH reference to your letter of the 19th instant I am directed by Lord Stanley to transmit, for the consideration of the Lords Commissioners of the Treasury, a copy of a Despatch from the Governor of Newfoundland, enclosing copy of an agreement made between the Local Government and the North Atlantic Royal Mail Steam Navigation Company, for the establishment of a direct postal communication between Liverpool and Newfoundland and Newfoundland and the United States.

I am to add that Lord Stanley would be glad to be enabled to convey to Sir A. Bannerman the decision of Her Majesty's Government with regard to this agreement by an early opportunity.

I am, &c.

Sir C. E. Trevelyan, K.C.B., &c. &c. &c.

(signed) *Herman Merivale.*

Enclosure, No. 1.

(No. 34.—Postal.)

Government House, Newfoundland,
26 April 1858.

My Lord,

Referring to my Despatch of the 19th February, marked "Postal," No. 16, enclosing a copy of a letter from the Attorney General, and not having heard in reply, I have now the honour to acquaint your Lordship that the gentleman alluded to in the Attorney General's letter, Mr. Wier, left this Colony on the 15th instant by the last mail packet before I had time to apprise your Lordship that the Council had entered into an agreement with Mr. Wier to run steamers between Liverpool and Newfoundland and the United States.

2. The Council considered themselves entitled to enter into this contract and agreement in consequence of the negotiations which were entered into between Mr. Little, the Attorney General, his brother delegate, Mr. O'Brien, and Her Majesty's Government, when these gentlemen visited England last year, and when the Lords of the Treasury consented to grant 3,000 *l.* per annum to accomplish the object which they had in view, and one which I consider would be of vast consequence to Newfoundland, and very much promote the interests of its inhabitants.

3. I enclose two copies of the agreement, which I am assured by Mr. Little contain the same stipulations which were arranged with the proper authorities in England.

2.
Copy of Contract of the North Atlantic Royal Mail Steamer Navigation Company with the Government of Newfoundland, &c.

4. I considered it to be my duty to impress upon the Council the great importance of getting ships capable of performing the duties which were required in crossing and recrossing the Atlantic; you will observe that the tonnage and power of the three ships named in the agreement are as follows:—

	Register.	Horse Power.
"Robert Lowe" - - -	1,228	180
"Tynemouth" - - -	1,364	180
"Clarendon" - - -	1,100	140

In the Mercantile Navy List, published by authority, I observe among the official numbers of registered vessels the three screw steam ships alluded to are respectively registered,—

	Register.	Horse Power.
"Robert Lowe" - - -	1,049	80
"Clarendon" - - -	802	90
"Tynemouth" - - -	1,228	80

I am satisfied, however, that the very respectable owner of these ships would not undertake to enter into a contract for them unless they were capable of performing the duties required.

5. I may also state that I submitted the following memorandum to the Council:—

	Miles.
Distance from Liverpool to Cape Race, or say St. John's -	2,003
„ St. John's to Portland - - - -	800
Outward - - - - -	2,803
Homeward - - - -	2,803
	5,606

Suppose ship at 8 knots an hour, 8 × 24 = 192 per day, 29 days × 192 = 5,568.

Here there is no allowance for stoppages at St. John's and Portland out and home, and if these are allowed, thirty-five days will be the shortest possible time the work can be done.

6. I considered

6. I considered it to be my duty to point out this, but I beg to assure your Lordship that nothing will afford me greater satisfaction than to see the wishes of the people of Newfoundland carried into effect by their soon getting direct steam navigation from England to St. John's and the United States.

7. Your Lordship will observe that the contract and agreements entered into are subject to the approval of the Imperial Government.

I have, &c.
(signed) *A. Bannerman*, Governor.

The Right Hon. Lord Stanley.

Enclosure, No. 2.

LIVERPOOL and NEWFOUNDLAND, and NEWFOUNDLAND and UNITED STATES, Mail Contract.

ARTICLES OF AGREEMENT made this fifteenth day of April, Anno Domini One thousand eight hundred and Fifty-eight, between the North Atlantic Royal Mail Steam Navigation Company, hereinafter designated the contractors, of the one part, and the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland, for and on behalf of Her Majesty, her heirs and successors, of the other part; as follows:

1. IN consideration of the payment hereinafter stipulated to be made to the contractors, the contractors hereby covenant, promise and agree, to and with the said John Kent, that they shall and will, during the continuance of this contract, diligently, faithfully, and to the satisfaction of the Governor and Executive Council of Newfoundland, for the time being, and with all possible speed, convey Her Majesty's mails, (in which designation all Despatches and bags of letters are agreed to be comprehended,) which shall at any time or times, and from time to time, by the said Governor and Council, or Her Majesty's Postmaster General, be required to be conveyed, as hereinafter stated, between Liverpool, England, and Saint John's, Newfoundland, and between Newfoundland and Portland, Boston or New York, in a sufficient number of suitable first-class, good, substantial, and efficient screw steam vessels, and the first of which steam vessels shall be the "Robert Lowe," or other suitable steamer, of twelve hundred and twenty-eight tons register, and one hundred and eighty horse power, admiralty, and three hundred and fifty indicated horse power,—the length two hundred and fifty-three feet over all; breadth, thirty-five feet and an half foot; depth, eighteen feet seven inches; and will steam and sail from seven to fifteen knots per hour—the "Tynemouth," of thirteen hundred and sixty-four tons register; one hundred and eighty horse power, admiralty; length, two hundred and fifty feet over all; breadth, thirty-three feet and an half foot; depth, eighteen feet and six inches—the "Clarendon," eleven hundred tons register, and one hundred and forty horse power, admiralty; length, two hundred and fifteen feet over all; thirty feet and an half foot breadth, and twenty feet three inches deep—the two latter steam vessels are also three hundred and fifty indicated horse power, and will steam and sail about the same as the "Robert Lowe:" or a sufficient number of other suitable, good, substantial and efficient steam vessels; each and any vessels to be engaged under this contract being of not less register tonnage than the said specified vessels, and being supplied and furnished with a screw propeller, and with first-class engines of not less than one hundred and eighty horse power, admiralty, and three hundred and fifty effective horse power; and any vessels employed under this contract must be capable of performing the voyage from Liverpool to Saint John's in twelve days.

2. That the contractors shall and will at all times, at their own cost, provide and keep sea-worthy, and in complete repair, from about the twentieth day of July next, and during the continuance of this contract, a sufficient number of such steam vessels of the size and power aforesaid, and adequately provide and furnish all and every of the said vessels, while employed in the performance of this contract, with all necessary and proper tackle, stores, oil, tallow, fuel, provisions, machinery,

machinery, engines, anchors, sails, cordage, fire-hearths, masts, yards, cables; a sufficient number of efficient boats, fire-pumps, and all other proper and requisite means of extinguishing fire; lightning conductors, charts, chronometers, proper nautical instruments, and all other furniture and apparel; and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said service, in conformity with the regulations of the Board of Trade, made and provided for the government of steam vessels.

3. That one of such steam vessels, equipped and manned as aforesaid, shall leave Liverpool for Saint John's, Newfoundland, and Saint John's for Portland, Boston or New York, and one other of such steam vessels shall leave Portland, Boston or New York, for Saint John's, and Saint John's for Liverpool, with Her Majesty's mails on board to and from Newfoundland and Liverpool, at least once in each fourth week in the year, commencing about the twentieth day of July next, on such days as shall be agreed upon between the contractors and the Postmaster General or his officers, or the Government of Newfoundland, during each and every fourth week, for the first year, from the commencement of the service about the said twentieth day of July next, except in the month of August following, when there shall be two trips each way in the said month;—and one of such vessels shall leave Liverpool, and another Portland, Boston or New York, for St. John's, Portland, Boston or New York, and Liverpool, respectively, not less than once in every fourth week in each succeeding year, and in every year, during the continuance of this contract, with two additional voyages each way in the months of August, in the year one thousand eight hundred and fifty-nine, and April in the year one thousand eight hundred and sixty; and three additional voyages in each of the three following years, from the month of July, in the year one thousand eight hundred and sixty, inclusive, during the months of July, August, and April, in each of the said years; the said vessels performing at least fourteen voyages each way, outward and homeward, in the first year, from July next inclusive; fifteen voyages each way in the second year; and sixteen voyages, each way, in each of the three following years: and shall, on each voyage outward and homeward, proceed to St. John's, (with permission to touch at a port in Ireland and Halifax, Nova Scotia, as hereinafter stated,) and deliver the said mails at the post office to the post masters, or other persons duly appointed to receive the same, and remain there a reasonable time for the receipt of mails.

4. That such vessels after remaining a reasonable time at St. John's, shall depart thence for Liverpool or Portland, Boston, or New York, respectively, to complete the voyage, (having permission to touch at Ireland, as hereafter mentioned,) with Her Majesty's mails on board, and there deliver the same to the postmasters, or other persons duly appointed to receive them. The Governor of Newfoundland to have the right to order any such vessel, by a notice to the agent of the company, on her arrival, to remain in the port of St. John's aforesaid, for six hours on any voyage, for the receipt or conveyance of mails or Government Despatches.

5. That such vessels shall have liberty to touch on their voyages to and from St. John's at such one port in Ireland and Nova Scotia, as shall be selected by the contractors; but that the said vessels shall not at any time remain longer than twenty-four hours at any such port; and that the contractors shall and will carry and convey in such vessels all such mails to and from such ports in Ireland and Nova Scotia, to and from Newfoundland, and such ports, as may be required from time to time, or shall be put on board by the proper Post-office authorities.

6. That every vessel which may be employed in the performance of this contract shall at all times, unless prevented by storm, tempest, or some other unavoidable casualty, be ready to receive the mails at all the respective ports or places as hereinbefore mentioned, or hereafter to be defined as hereinbefore mentioned.

7. That if at any time or times it shall happen that the port of St. John's, Newfoundland, shall be found to be inaccessible on account of ice, then in such case Her Majesty's mails shall, by and at the expense of the Government, be landed and received from on board at such port on the south-west coast of the said island as may be accessible, and shall also, at their expense, be by them conveyed to St. John's by land.

 8. That

8. That a time bill shall be kept by the commander of every vessel employed for the time being in the performance of the said service, in such form as the said Governor and Council of Newfoundland shall at any time or from time to time direct; and that there shall be accurately noted by such commander on such bills, the time of every arrival and departure of the vessel, and the same shall be signed by the said commander, and one copy thereof shall be transmitted to the Secretary of the General Post Office, London, and another to the Colonial Secretary of the Government of Newfoundland, by the first post after each return of each of the said vessels to Portland, Boston, or New York, and Liverpool, during the continuance of this contract; the charge and custody of Her Majesty's mails shall be committed to the commander or commanders of all or any of the vessels to be employed in the performance of this contract, and such commander or commanders shall, without any additional charge, take due care thereof, and be responsible for the same, and shall make the usual declarations required, or which may hereafter from time to time, or at any time, be required by Her Majesty's Postmaster General in such or similar cases; and such commander or commanders having the charge of such mails shall, immediately on the arrival at any of the said ports and places, of any vessel so conveying the said mails, himself deliver, or cause to be delivered by an officer of the ship Her Majesty's mails into the hands of the Postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said Postmaster General shall direct and authorise to receive the same; a receipt in such case being always, by such commander or commanders, given and taken for the said mails.

9. That if any vessel having Her Majesty's mails on board shall delay starting from Liverpool, Portland, Boston, or New York, or such port of call as may be determined on in Ireland or Nova Scotia respectively, or when put back into port after starting, shall not proceed on her voyage twelve hours after the proper and appointed time, weather permitting, then in each and every such case the contractors shall and will pay unto Her Majesty, her heirs and successors, the sum of twelve pounds; and also the further sum of twenty pounds for every successive period of twelve hours which shall elapse until such vessel shall proceed on her voyage in the performance of this contract, unless prevented by stress of weather: Provided always, that the amount of penalty under this clause shall not exceed the sum of fifty pounds on any one voyage.

10. That every vessel employed in the performance of this contract shall, as soon as the said mails are on board, proceed without delay to sea, weather permitting, and shall not touch at any intermediate port between Liverpool, Saint John's, and Portland, Boston, or New York, excepting one of the ports of Ireland, and Nova Scotia, as before mentioned, unless compelled to do so by stress of weather or other unavoidable circumstance, without the express authority, in writing, of the Governor of Newfoundland, or the authorised agent or officer of the Government; and that Her Majesty's mails shall be delivered on their arrival at the said respective ports without loss of time.

11. That the vessels hereinbefore-mentioned, and such others as may be employed by the contractors for the service hereby agreed by them to be performed, while so employed, and any other of their vessels touching at Saint John's on their voyage to any port in North America, shall be exempt from the operation of the Passenger Act, as fully, and to all intents and purposes, as any other mail contract steamers.

12. That all and every the sums of money hereby stipulated to be paid by the contractors unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages; and should the same, or any of them, become payable and not be discharged forthwith, on the application of the said Governor and Council, or their agents, each and every of such sums of money may be deducted and retained by the said Governor out of the monies payable to the contractors, their executors or administrators, under this contract or any other contract, or the payment thereof enforced with full costs of suit, at the discretion of the said Governor and Council.

13. And the said Colonial Secretary in consideration of the premises and of the contractors, and their officers, servants, and agents, at all times during the continuance

continuance of this contract strictly and punctually performing the services hereinbefore contracted to be performed, and the covenants and agreements hereby entered into by them the contractors, doth, for and on behalf of Her Majesty, her heirs and successors, agree with the contractors that the Receiver General of Newfoundland, on behalf of Her Majesty, will pay or cause to be paid to the contractors by good bills of exchange on London at sixty days sight, payable at par in London, a sum after the rate of 10,000 *l.* sterling money of Great Britain per annum, 7,000 *l.* whereof is to be contributed by the Colony, and 3,000 *l.* by the British Treasury, according to the Treasury Minute dated 12th July 1857, for the whole of the services hereby contracted to be performed, by quarterly payments, and with a proportionate part of the said sum should this contract terminate on any other day than a day of quarterly payment; the first quarterly payment to become due at the termination of three calendar months from the commencement of the said service: Provided always, that the said Government of Newfoundland shall also from time to time and at all times, remit all port dues on the steamers of the said Company calling at St. John's including pilotage thereon, and to pay to such person in St. John's as shall agree to provide suitable wharfage for the said Company's steamers on the north side of the harbour of St. John's, the sum of two hundred and fifty pounds sterling yearly, payable quarterly, during the said period of five years; and which shall be in lieu of wharfage on goods landed from or taken on board said vessels there.

14. That the service under this contract shall commence, as well as the stipend aforesaid, about the twentieth day of July next, or at such date before then as the contractors shall commence the same, which date they shall specify in a month's notice to be given by them to the Postmaster General or the Governor of Newfoundland, in the meantime, expressing their readiness to commence the service at such specified time, and shall continue for three or five years from the day on which the service shall commence, to be determined by either party on twelve months' notice at the former period of three years.

15. And it is also agreed that the notices or directions which the Governor of Newfoundland, or the Colonial Secretary, officers, or other persons, are hereby authorised and empowered to give to the contractors, their officers, servants or agents, may, at the option of the Governor, or the Colonial Secretary, officers, agents, or other persons, be either delivered to the master or commander, or other officer, agent or servant of the contractors in the charge or management of any vessel to be or while employed in the performance of this contract, or be left at the last known place of business or abode, at St. John's, Portland, Boston, New York, or in England, of the contractors, or be left for the contractors with their agent, Mr. A. M. Wier, at number 15, Brunswick-street, in Liverpool, England, or with any other agent in London, of whom notice shall be given by the contractors to the said Governor, and any notices or directions so given or left shall be as binding on the contractors as if duly served upon or left with him or them.

16. And it is further covenanted and agreed, by and between the said parties hereto, that the rates of passage, provision, and fare, to be paid by third class passengers from England to Newfoundland, shall be 15 per cent. less than the Company shall charge for such passengers to Portland, and that other rates of passage and freight shall be duly notified to the Governor of the said Island by the Company.

17. That the said Government of Newfoundland (without binding itself legally to increase the subsidy,) shall nevertheless be considered as bound to use their influence to obtain an additional subsidy, so soon as the contract for the existing intercolonial service expires.

18. And it is also agreed, that if any additional steamers besides those required for the foregoing service, shall be placed on the line from Liverpool to St. John's, they may proceed thence to any other port in North America than those specified.

19. Unless this contract and every matter and thing herein contained, shall be confirmed and ratified by Mr. William S. Lindsay, a party to this contract, by the first day of June next ensuing, the same, and everything herein contained, shall be then null and void.

 20. And

20. And it is understood between the said parties hereto, that the Imperial Government shall approve of this contract.

21. And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisions, clauses, articles and agreements hereinbefore contained, which on the part and on behalf of the contractors, are or ought to be observed, performed, fulfilled or kept, the said North Atlantic Steam Navigation Company do hereby bind themselves and each other, unto our Sovereign Lady the Queen, in the sum of two thousand five hundred pounds of lawful British money, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated or ascertained damages, agreed upon between the said John Kent and the said North Atlantic Steam Navigation Company (over and above any other sum or sums, if any, which may be payable) in case of the failure of the said North Atlantic Steam Navigation Company in the due execution of this contract, or any part thereof: Provided further, that the Governor of Newfoundland shall have the right to determine this contract, on six months' notice, for any breach of this contract on the part of the contractors. And the contractors shall also have the right to determine this contract upon giving twelve months' notice to the Government of Newfoundland, to expire on any thirty-first day of December in any year within the period aforesaid, whether any breach shall have been committed or not; but any such determination shall not otherwise affect the rights of the respective parties thereunder nor thereto in any way.

In witness whereof the said parties to these presents have herewith set their hands and seals on the day and year first within written at St. John's, Newfoundland.

For the Government of Newfoundland.

(signed) *John Kent*, Colonial Secretary. (L. S.)
A. M. Wier, (L. S.)
for self, W. S. Lindsay, and others of the North Atlantic Company.

Signed, sealed, and delivered in the presence of
(signed) *Jos. J. Little.*

TREASURY MINUTE, dated 5 June 1858.

TRANSMIT the enclosed papers to the Admiralty, and state that before sanctioning the completion of the contract between the Colony of Newfoundland and the North Atlantic Royal Mail Company, my Lords desire the opinion of the Lords Commissioners as to the likelihood of the service being efficiently performed by the adoption of the proposed arrangement. My Lords would especially direct the attention of the Lords Commissioners to the omission of any clause in the contract which would give to the Colonial authorities, or to the Board of Admiralty in this country, the power of submitting to a proper test, and approving or disapproving of the vessels to be employed under the contract, and also to the insertion, by name, of certain vessels which have not been subjected to any such survey.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 18 June 1858.

I HAVE received and laid before My Lords Commissioners of the Admiralty your letter of the 5th instant, transmitting a copy of the proposed contract of the North Atlantic Steam Navigation Company with the Government of Newfoundland, to run steamers between Liverpool and that Colony, and thence to the United States; and in reply to the inquiry whether, in the opinion of the Admiralty, there is a likelihood of the postal service being efficiently performed by the adoption of the arrangement

arrangement provided by the articles of agreement, I am commanded to request you will state to the Lords Commissioners of Her Majesty's Treasury, that the Surveyor of the Navy is of opinion, that it cannot be expected that vessels such as those proposed, with their small power, could efficiently perform the service in question, the passage between England and Newfoundland requiring powerful ships to ensure regularity in the transmission of the mails.

It may be proper to add, that the vessels named in the draft contract were employed in the mail service between this country and the Cape of Good Hope, under the contract with Mr. Dundas.

I am, &c.

To the Secretary to the Treasury, &c. &c. &c.

(signed) *H. Corry.*

TREASURY MINUTE, dated 24 June 1858.

TRANSMIT copy of this letter to Mr. Merivale, for the information of Sir E. Lytton, with reference to his letter of 31st ultimo, and state, that My Lords cannot feel justified in adopting an arrangement the success of which appears so uncertain; and they regret, therefore, that they are unable to sanction any contributions from Imperial funds in aid of the postal service, as projected to be undertaken by the North Atlantic Royal Mail Steam Navigation Company.

Add, in explanation of the concluding paragraph of Mr. Corry's letter, that the mail service between this country and the Cape of Good Hope, while performed by the vessels named in the present draft contract, and which are now proposed for the Newfoundland service, was conducted with such irregularity, that the late Board of Treasury were compelled to put an end to the contract after it had been in operation for a year. Add, that should the Colony desire it, My Lords will, upon receiving an intimation to that effect, take steps for procuring an efficient service, if such can be effected, upon the terms proposed to be given to the North Atlantic Company. Return the contract.

Sir *E. B. Lytton* to the Governor of *Newfoundland.*

(No. 9).

Sir, Downing-street, 2 July 1858.

I HAVE to acknowledge the receipt of your Despatch, No. 34, of the 26th of April, enclosing a copy of an agreement between the Government of Newfoundland and the North Atlantic Royal Mail Steam Navigation Company, for the establishment of a direct postal communication between Liverpool and Newfoundland and the United States. I transmit for your information a copy of a letter with enclosure from the Lords Commissioners of the Treasury, expressing their Lordships' regret that they are unable, for the reasons therein stated, to sanction any contributions from Imperial funds in aid of the postal service, as projected to be undertaken by this Company.

You will, however, notice that if it should be desired, the Lords Commissioners of the Treasury will, on receiving an intimation to that effect, take steps for procuring an efficient mail service, if such can be obtained, upon the terms proposed to be given to the North Atlantic.

I have, &c.

Sir A. Bannerman, &c. &c. &c.

(signed) *E. B. Lytton.*

Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir, Downing-street, 30 July 1858.

WITH reference to previous correspondence, I am directed by the Secretary of State to transmit to you, for the information of the Lords Commissioners of the Treasury, the copy of a Despatch, and of its enclosure, from the Governor of

 Newfoundland,

Newfoundland, on the subject of the proposed contract for direct steam communication between Liverpool and St. John's, in that island.

I am, &c.
(signed) *H. Merivale.*

Sir C. E. Trevelyan, K. C. B.,
&c. &c. &c.

Enclosure No. 1.

Government House, Newfoundland,
23 June 1858.

(No. 5. —Postal.)

My Lord,

Your Lordship will see, from the enclosed note of mine, addressed to the Colonial Secretary, that Mr. Wier, who was here some time ago, and entered into a contract for direct steam communication, asserts that the printed agreement entered into with the Executive Council here, forwarded by me in Despatch No. 34, of 26th April, had miscarried, although its receipt was acknowledged by your Lordship on the 18th of May.

2. I have, therefore, only to refer your Lordship to the enclosed, and am very happy that the agreement entered into by the Governor's advisers was made subject to the approval of Her Majesty's Government.

I have, &c.
(signed) *A. Bannerman,*
Governor.

The Right Honourable Lord Stanley,
Principal Secretary of State for the Colonies,
&c. &c. &c.

Enclosure No. 2.

The Governor, on his return home from a drive in the country, yesterday evening, found the enclosed letter, addressed to Mr. Kent by Mr. Wier.

The printed contract, which Mr. Wier believes has miscarried, was forwarded by the Governor in his Despatch, No. 34, of the 26th April; it reached England on the 16th May; the receipt of it is acknowledged by the Colonial Minister in a Despatch dated the 18th, which was delivered at Government House on the 7th of June.

The Governor observes that Mr. Lindsay objects to the clause in the contract which stipulates that his ships "must be capable of performing the voyage from Liverpool to St. John's in 12 days."

Now 12 days multiplied by 24 hours, equal to 288, at seven miles an hour, is 2,016, almost exactly the distance from Liverpool to Cape Race.

But Mr. Lindsay has overlooked, that in a former sentence of the contract it is stated that his ships "will steam and sail from 7 to 15 knots per hour," the maximum rate thus being 15 miles per hour, which the ships ought to be capable of performing; but certainly not expected to perform on each and every voyage.

Mr. Little assured the Governor that the contract was a copy, in all its essentials, of what had been agreed to by the authorities in London.

The Governor is very glad that it is subject to the approbation of Her Majesty's Government, and when its "merits are entered into," and the much exaggerated tonnage and power of the ships, as stated in the contract, are discovered, the Governor is greatly mistaken if the whole will not be found a delusion, and there terminate; but he thinks the Colonial Secretary ought to be authorised to acquaint Mr. Weir, by the mail, that as the contract was subject to the approval of Her Majesty's Government, the Council would not take the responsibility upon them of altering any of its clauses.

The Colonial Secretary will please show this letter to his colleagues, in order, if they approve, he may write to Mr. Weir by to-morrow's mail.

Government House, Newfoundland,
22 June 1858.

Mr. *Merivale* to Sir *Charles Trevelyan*, K.C.B.

Sir, Downing-street, 7 September 1858.

WITH reference to my letter of the 30th July, I am directed by the Secretary of State to transmit to you for consideration of the Lords Commissioners of the Treasury the copy of a Despatch, and of its enclosures, from the Governor of Newfoundland, on the subject of direct steam postal communication between this country and Newfoundland. No. 70, 3 August 1858.

I am, &c.

Sir C. E. Trevelyan, K.C.B., &c. &c. &c.

(signed) *H. Merivale.*

Enclosure No. 1.

(No. 70.—Postal.)

Government House, Newfoundland,

Sir, 3 August 1858.

IN reference to your Despatch, No. 9, of the 2d of July, enclosing one from the Treasury, addressed to Mr. Merivale, and the other from the Secretary of the Admiralty, addressed to the Secretary of the Treasury, relative to the agreement entered into by this Government and the North Atlantic Steam Company for the direct transmission of the mails to St. John's, I have now the honour to state that I laid these Despatches before the Executive Council, and I enclose a certified copy of the Minute which they passed on that occasion. 25 June 1858. 18 June 1858.

2. I am very happy that the agreement alluded to was subject to the approbation of Her Majesty's Government, and I shall feel greatly obliged if the Secretary to the Admiralty would be so kind as to direct that the registered tonnage and horse-power of the three ships named in the agreement shall be forwarded to me, as they have been still represented of larger tonnage and power than I believe them to be. "Robert Lowe." "Clarendon." "Tynemouth."

3. By yesterday's mail the Colonial Secretary received a letter from Messrs. Bake, Adam & Co, London, agents to Mr. John Orrell Lever, of Manchester, proprietors of the Galway line of steamers to America, touching at Halifax. I beg leave to enclose a copy of that letter, and the writers have been referred to Her Majesty's Government.

I have, &c.

The Right Honourable Sir E. B. Lytton, Bart., &c. &c. &c.

(signed) *A. Bannerman,* Governor.

Enclosure No. 2.

30 July 1858.

AT a Council held this day,—Present, His Excellency the Governor, the Honourable the Colonial Secretary, the Honourable the President, the Honourable the Receiver General, the Honourable James J. Rogerson, the Honourable Edward Dalton Shea, the Honourable Attorney General.

The Governor laid before the Council a Despatch which he had received by the last mail from the Colonial Minister, on the subject of direct steam postal communication between Liverpool, Newfoundland, and the United States.

That Despatch contained two enclosures, one from the Lords of the Treasury, addressed to Mr. Merivale, stating that "my Lords cannot feel justified in adopting an arrangement the success of which appears so uncertain; and they regret, therefore, that they are unable to sanction any contribution from Imperial funds in aid of the postal service as projected to be undertaken by the North Atlantic Royal Mail Steam Navigation Company." But their Lordships further state that they "will, upon receiving an intimation that the Colony desire it, take steps for procuring an efficient service, if such can be effected upon the terms proposed to be given to the North Atlantic Company."

The second Despatch is from Mr. Corry, the Secretary of the Admiralty, who states that "vessels such as those proposed, with their small power, could not efficiently perform service in question, and that the passage between England

and Newfoundland required powerful ships to ensure regularity in the transmission of the mails."

The Council having taken these Despatches into consideration rejoice to find that Her Majesty's Government offer their services to take steps for accomplishing the object which the Newfoundland Government have had in view, namely, a direct steam postal communication with the mother country, as projected to be undertaken in the late agreement with the North Atlantic Royal Mail Company, and the Council request the Governor to return their sincere thanks to Her Majesty's Government for this offer of their services.

The Council entirely concur with the views taken by the Secretary of the Admiralty, that "the passage between England and Newfoundland required powerful ships to ensure regularity in the transmission of the mails," and if the registered tonnage and power of the three ships named in the contract have been found to be of smaller power than required, the Council beg to assure Her Majesty's Government that the gentleman who acted on behalf of the North Atlantic Company represented them to be of the exact power and tonnage as was stated in the agreement.

A communication has been received from the same party, by the last mail, proposing that the time for entering into a contract may be extended to early next year, but the Council have determined that the agreement shall be considered at an end, and that any further applications made to the Government here on this subject shall be referred to Her Majesty's Government.

The Council have to request that the Governor will direct the attention of the Colonial Minister to the very great importance which the people of Newfoundland attach to direct steam communication, and I hope that no slight impediment will stand in the way of Her Majesty's Government in accomplishing the object, the Governor being well aware that there is a very considerable falling off in the revenue this year, and the Council fear that the funds of the Colony would not justify a larger contribution than the sum already agreed to by resolution, say 7,000 *l.* per annum for five years.

It was at first the intention of the Council to have appointed agents to act in concert with Her Majesty's Government in effecting arrangements with some of the steam companies; but from the generous proposition of Her Majesty's Government in Secretary the Right Honourable Sir Edward Bulwer Lytton's Despatch on this subject, the Council feel confidence that this step is unnecessary, and that Her Majesty's Government will carry out the object in a manner entirely satisfactory to the Colony. Should Her Majesty's Government, however, require any information or aid to facilitate any regulations which may be entered into, the Council think it right to submit herewith the names of the following gentlemen, all of whom are more or less connected with Newfoundland, and in whom the Council have confidence.

John Shea, Cork.
Charles Bowring, } Liverpool.
Thomas H. Ridley, }
Thomas Holdsworth Brooking, } London.
Thomas Row, }

The Council have only further to state, that they will feel obliged to be furnished with a copy of any agreement which Her Majesty's Government may determine upon before it is finally arranged.

A correct copy from the Minutes of Executive Council.

(signed) *J. Kent.*

Enclosure No. 3.

Dear Sir, London, 16 July 1858.

We are requested by Mr. John Orrell Lever, of Manchester, the proprietor of the Galway line of steamers to America, to address you a few lines upon the subject of establishing a line of boats from Galway to a port in the United States, calling at St. John's, in connexion with the present line, which we are happy to

to say is fast progressing, and promises to be one of the most important enterprises of the day.

Mr. Lever understands that the recent negotiation with a London firm has dropped, and in a short interview with the Right Rev. John J. Mullock, who has strongly impressed upon him the importance and advantage of possessing the St. John's contract, he expressed his willingness to enter into negotiation for the same. With this view we have to invite a communication from your good self upon the subject, and should be glad to know the advantages you would be disposed to offer, the services you would require rendered, the class of boats you deem best suited for the station, and other particulars upon which a preliminary arrangement could be negotiated. Mr. Lever is in a position to carry out a transaction of this nature in its integrity, under substantial guarantee; and his position with the Galway line and its ramifications gives him advantages for this purpose possessed by few others.

You will have observed from our papers that Mr. Lever has three fine boats on the American station; the one that is advertised to sail on the 27th instant will we confidently expect solve the problem as to which is the shortest Atlantic passage.

We address you these lines on Mr. Lever's behalf as his London agents, at the suggestion of the Right Rev. Mr. Mullock, and if there is any party in England empowered to conduct a negotiation in your behalf we shall be glad of an introduction to him per return.

We are, &c.
(signed) *Bake, Adam* & Co.

John Kent, Esq.,
Colonial Secretary, St. John's, Newfoundland.

Treasury Minute, dated 14 September 1858.

Transmit Mr. Merivale's letter, with its enclosures, to the Admiralty, with 5,452,* also 11,368 † (of 1857), and the contract of 15 April 1858.

State that the Board of Treasury will be quite willing to co-operate, on the footing of the Treasury Minute of 17 July 1857, in obtaining for the Colony of Newfoundland the advantages of a direct postal communication with this country; but my Lords would not feel justified at present in contributing a larger sum than the 3,000 *l.* offered by that minute.

It can, therefore, only be assumed that a subsidy of 10,000 *l.* a year is available for a direct service to Newfoundland as proposed, with an extension to Portland, Boston, or New York, as contemplated in the articles of agreement of 15 April 1858, herewith sent.

It would appear to my Lords that a more certain and satisfactory mode of postal communication with this country might be an arrangement either with the Canadian packets, or with the line between Liverpool and Halifax, or as referred to in Mr. Little's letter to Mr. Labouchere of 8th July (11,368).

But inasmuch as the Colony seems to attach great importance to a direct line, it perhaps only remains for Her Majesty's Government to assist the Colony in procuring the best service that can be obtained for the subsidy offered, either by advertising for tenders, or by communicating with Mr. Lever or Mr. Cunard upon the subject.

My Lords request to be favoured with the views of the Lords Commissioners of the Admiralty on the subject, and also whether any mode suggests itself by which the objects of the Colony could be combined or made auxiliary to the proposed postal communication *viâ* Halifax to Colon.

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* 5,452. Mr. Merivale's letter to Sir Charles Trevelyan, dated 22 March 1858, *vide* page 9.
† 11,368. Mr. Merivale's letter to Sir Charles Trevelyan, dated 10 July 1857, *vide* page 3.

— No. 2. —

CORRESPONDENCE relative to PROPOSED CONTRACTS with the ATLANTIC STEAM NAVIGATION COMPANY, for the Conveyance of Mails between *Galway* and *Newfoundland*.

The Marquis of *Clanricarde* and others to the Lords of the Treasury and Postmaster General.

London, 21 May 1858.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury and the Right Honourable Lord *Colchester*, Postmaster General.

WE, the undersigned, being fully impressed with the great national importance of the establishment of a direct and more speedy steam communication across the Atlantic, and understanding that it is in contemplation to establish a line of steamers between Galway and New York, to commence in June next, and that that undertaking would be much facilitated by your Lordship's directing an additional mail-bag, either for Ireland, or a general mail-bag for the United States, to be conveyed by this line, beg your Lordship's favourable consideration of the matter, and acceding to our solicitation.

(signed) *Clanricarde*
(and others).

Mr. *Leathley* and other Members of Lloyd's to the Lords of the Treasury and Postmaster General.

Lloyd's, 21 May 1858.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury and the Right Honourable Lord *Colchester*, Postmaster General.

WE, the undersigned, Members of Lloyd's, understanding that it is in contemplation to establish a line of steam vessels between Galway and New York, are of opinion that such line of steamers would be a great boon to the commercial community, and being informed that the enterprise would be materially promoted by your Lordship's directing an additional mail-bag to be transmitted by the proposed route, beg your Lordship's favourable consideration of the memorial presented by the deputation and promoters of the Atlantic Steam Navigation Company.

We have, &c.
(signed) *C. Leathley*
(and others).

The Assistant Secretary to the Post Office to Mr. *Hamilton*.

Sir, General Post Office, 28 May 1858.

IN the absence of the Postmaster-General, I have the honour to return the accompanying memorials, referred to this department on the 27th instant, and to acquaint you, for the information of the Lords Commissioners of the Treasury, that it will doubtless afford some accommodation to the public if a ship letter mail be made up and forwarded to the United States by any steam vessel which may be despatched from Galway to New York; and if the owners of the proposed line of steamers will communicate to this office the date upon which it is intended to despatch the first vessel, and the name of such vessel, notice will be given in the usual manner that a mail will be made up.

The United States post-office will also be requested to transmit a mail to Galway, on the return of the steam vessel to that port.

I am, &c.
(signed) *F. Hill.*

G. A. Hamilton, Esq.
Treasury.

Mr. *Gregory*, M.P., to Mr. *Hamilton*.

19, Grosvenor-street West,
My dear Hamilton, 31 May 1858.

THE proprietors of the steam-ship "Indian Empire" propose to start from Galway to America any day, from the 15th to the 21st June, which may be most convenient to the Post-office. Will you permit me, therefore, to request of you to submit the matter to the Postmaster General, and to obtain his decision as to the day on which it would be most convenient for the vessel to start, in order that her owners may forthwith advertise the day of her departure.

I remain, &c.
G. A. Hamilton, Esq., M.P. (signed) *W. H. Gregory.*

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 3 June 1858.

I HAVE the honour to return the enclosed letter, referred to me on the 2d inst., and to inform your Lordships that, as the proprietors of the "Indian Empire," the first vessel to be despatched from Galway to New York, express their readiness to sail on any day between the 15th and the 21st June, which may be most convenient to the Post-office, I am of opinion that the 18th June may advantageously be fixed for the despatch of this vessel, the departure taking place as early as possible after the arrival at Galway of the express mail leaving London at 5 p.m. on Thursday the 17th June.

I propose to give notice to this effect at once, with reference to the posting of letters for transmission by the "Indian Empire."

I have, &c.
The Lords Commissioners of the Treasury. (signed) *Colchester.*

TREASURY MINUTE, dated 4 June 1858.

WRITE to Mr. Gregory, M.P., that my Lords have ascertained from the Postmaster General that the 18th instant would be a convenient date for the despatch of the "Indian Empire," and that it would be expedient that arrangements should be made for the departure of the vessel as early as possible after the arrival at Galway of the express mail leaving London at 5 p.m. on Thursday the 17th June. Add, that in anticipation of this arrangement being carried into effect, the necessary notice will be at once issued by the Postmaster General.

Mr. *Weir* to Mr. *Hamilton*.

Atlantic Steam Navigation Company,
40, Cannon-street, E.C.
Sir, 7 October 1858.

A LETTER having been received from the Colonial Secretary of Newfoundland, dated 3d August last, stating that the Government of that Colony had accepted the offer made them by the Imperial Government to provide a direct postal service between the United Kingdom and Newfoundland:

By desire of the directors of the Atlantic Steam Navigation Company, I have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that a powerful line of steam ships having been established by this company between Galway and America, the directors propose to contract with Her Majesty's Government, and the Colonial Government of Newfoundland, for the conveyance of mails between the United Kingdom and St. John's for a subsidy of not less than 1,000 *l.* per voyage; which service the steam ships of this company are capable of performing in five days, or on an average of six days throughout the year.

The Right Honourable Lord Viscount Bury, M.P., being about to proceed in the steam ship "Pacific," on the 12th instant, for the purpose of entering into contracts for postal subsidies with the British North American colonies, the

directors will esteem it a particular favour if the decision of the Lords Commissioners of Her Majesty's Treasury, respecting the subsidy for Newfoundland, can be communicated to them before Lord Bury's departure.

I have, &c.
(signed) *A. M. Wier*,
General Manager.

G. A. Hamilton, Esq., M.P.,
Secretary of Her Majesty's Treasury,
Whitehall.

TREASURY MINUTE, dated 7 October 1858.

WRITE to Lord Carnarvon that in consequence of the letter from the Colonial Office of September 7th,* enclosing minutes of the Council of Newfoundland of 30th July last, my Lords have made inquiries as to the possibility of obtaining a service as proposed by the North Atlantic Royal Mail Steam Navigation Company on 15 April last, for a subsidy of 10,000 *l.*, and that my Lords have some reason to suppose that Mr. Cunard would undertake the service on these terms.

State that a deputation has waited upon the Secretary of the Treasury offering an improved service from Galway to Newfoundland, and have presented a tender (of which enclose copy), that Lord Bury is about to proceed to St. John's on Tuesday next to negotiate for such improved service with the Colony, and that the deputation have requested to know whether, in the event of the Colony being willing to offer a larger contribution for such improved service, the Imperial Government would extend their contribution beyond the 3,000 *l.* offered by the late Board of Treasury in their minute of 17th July 1857.

The late Board of Treasury declined making any advance beyond the sum of 3,000 *l.*; nevertheless, my Lords being desirous of meeting what may be the views and wishes of the Colony, and being duly sensible of the great advantage of expediting the communication with Newfoundland and the North American Colonies generally, are disposed to authorise an advance on the Imperial contribution from 3,000 *l.* to 4,000 *l.*, or 4,500 *l.* as a maximum, if Sir E. Bulwer Lytton shall be of opinion that such advance will be expedient, and provided an advance at least equal to that of the Imperial Government beyond the 7,000 *l.* now offered by the Colony shall be made from the colonial resources, and that the service shall be in other respects, excepting as regards the port of embarkation, as complete as that proposed upon the former occasion.

My Lords are desirous however to have it understood that it will be for the Colony to determine whether it will be for their interest to enter into the proposed arrangement with the company represented by Lord Bury, or to throw the service open to public competition, or to deal with the present contractor, Mr. Cunard, subject of course to the eventual approval of Her Majesty's Government, and my Lords suggest to Sir E. B. Lytton whether it may not be desirable, in authorising the advance to the extent of 1,000 *l.*, or 1,500 *l.* a year beyond the 3,000 *l.*, to leave it to the Governor of Newfoundland to prescribe such conditions, in connexion with such advance on the part of the Imperial Government, as Sir E. B. Lytton or the Governor of Newfoundland may deem advisable.

Sir *E. B. Lytton* to the Governor of *Newfoundland*.

Sir, Downing-street, 9 October 1858.

I TRANSMIT to you copy of a letter, with its enclosure, received from the Lords Commissioners of the Treasury, on the subject of the projected postal communication between this country and Newfoundland.

This Despatch will be delivered to you by Lord Bury, who is about to visit the colony in connexion (as I understand) with the proposed service from Galway. But you will observe that their Lordships leave to the colony the question between this proposal and the others specified in their letter; and Sir E. B. Lytton concurs with their Lordships in doing so.

(signed) *Herman Merivale*,
(in the absence of Sir E. B. Lytton.)

Governor Sir A. Bannerman.

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* *Vide* page 19.

Mr. *Weir* to Mr. *Hamilton*.

Sir, 10 November 1858.

I HAVE the honour to forward you herewith a conditional contract entered into by the Newfoundland Government with this company for a subsidy for a mail service between this country and Newfoundland, and thence to the United States of America.

This contract is the result of the negotiations which have lately existed between this company and Her Majesty's Government, and is conditional with being confirmed by the Imperial Government.

I am therefore desired by the Board of Directors to solicit the favour of your attention to this contract, and to request a confirmation of the same.

Should any further explanation be required, the directors will have pleasure in waiting on you for that purpose.

I have, &c.

G. A. Hamilton, Esq., M.P., &c. &c. &c. Treasury.

(signed) *A. M. Wier*, General Manager.

TREASURY MINUTE, dated 13 November 1858.

ACKNOWLEDGE receipt; state that my Lords are unable to take into their formal consideration the contract entered into by the Newfoundland Government with the Atlantic Royal Mail Steam Navigation Company until they shall have received an official communication upon the subject from the Colonial Office, with the remarks of the Secretary of State.

Add, that immediately upon receiving such communication, my Lords will give their consideration to the subject.

Mr. *T. Frederick Elliot* to Sir *Charles Trevelyan*, K.C.B.

Sir, Downing-street, 27 November 1858.

WITH reference to your letter of the 7th October I am directed by Secretary Sir E. B. Lytton to transmit to you, for the consideration of the Lords Commissioners of the Treasury, the copy of a Despatch from the Governor of Newfoundland on the subject of direct steam communication with the Colony, and enclosing a copy of an agreement entered into with the Atlantic Royal Mail Steam Navigation Company for conveying the mails between Galway and St. John's, and between Newfoundland and Portland, Boston, or New York.

I am, &c.

Sir C. E. Trevelyan, K.C.B. &c. &c. &c.

(signed) *T. F. Elliot.*

Enclosure No. 1.

Sir *A. Bannerman* to Sir *E. B. Lytton*.

(No. 88, Postal Direct Steam.)

Government House, Newfoundland,

Sir, 27 October 1858.

I HAVE the honour to acquaint you that the steam ship "Pacific," from Galway, arrived here on the morning of the 21st, and that Lord Bury delivered me your Despatch of the 9th October, with an enclosure from the Treasury Department, addressed to Lord Carnarvon, on the subject of direct steam communication from Newfoundland.

2. I observe that the Treasury had some reason to suppose that Mr. Cunard would undertake the service for 10,000 *l.*, but that a deputation had waited upon the Board offering an improved service from Galway to this Colony, and that the deputation had requested to be informed "whether in the event of the Colony being willing to offer a larger contribution for such improved service, the Imperial Government would extend their contribution beyond the 3,000 *l.* offered by the late Board?"

3. I am gratified to see that the Lords of the Treasury, being desirous of meeting what may be the views and wishes of the Colony, were disposed to

authorise an advance on the Imperial contribution of 1,500 *l.*, provided an advance at least equal to that of the Imperial Government shall be made from the colonial resources, and that the service shall be in other respects, except as regards the port of embarkation, as complete as that proposed upon the former occasion: the Treasury, however, leaving it for the Colony to determine to enter into the proposed arrangement with the Galway Company, or to throw the service open to public competition, or to deal with the present contractor, Mr. Cunard.

4. I lost no time in placing Lord Bury in communication with the executive Council, leaving them to discuss the question, having your Despatches in their possession, and an opportunity of hearing Lord Bury's explanations. The result of the interview was a unanimous resolution that the arrangement proposed by the Galway Company should be entered into, the Council recommending to the Governor, on his own responsibility, to sanction the additional subsidy of 1,500 *l.* by the Colony, to be confirmed by the Legislature when it meets; and I hope to forward by this mail a printed copy of the agreement, which is subject to the approval of Her Majesty's Government, and I hope will be confirmed.

5. I have only to add that, as Governor of the Colony, I am duly sensible of the trouble which the Imperial Government has taken in accomplishing an object so long sought for by the community here, and that the Lords of the Treasury so readily attended to the suggestion offered to them by the Galway Company, namely, to an increase of the grant, on the Colony being willing to offer also an additional contribution.

6. Lord Bury left St. John's on the evening of the 22d for New York, in the "Pacific," which ship, I believe, is to touch at St. John's on her return to England.

I have, &c.
(signed) *A. Bannerman*, Governor.

P.S.—Since writing the above the agreement has been printed, and I now beg to enclose you two certified copies of it.

Enclosure No. 2.

ARTICLES of AGREEMENT made this 22d day of October, A.D. 1858, between the Atlantic Royal Mail Steam Navigation Company (Limited), hereinafter designated the Contractors, of the one part, and the Honourable *John Kent*, Her Majesty's Colonial Secretary for the Island of *Newfoundland*, and on behalf of Her Majesty, Her heirs and successors, of the other part, as follows:

1. In consideration of the payment hereinafter stipulated to be made to the contractors, the contractors hereby covenant, promise, and agree to and with the said John Kent, that they shall and will, during the continuance of this contract, diligently, faithfully, and to the satisfaction of the Governor and Executive Council of Newfoundland, for the time being, and with all possible speed, convey Her Majesty's mails (in which designation all Despatches and bags of letters are agreed to be comprehended) which shall at any time or times, and from time to time, by the said Governor and Council, or of Her Majesty's Postmaster General, be required to be conveyed, as hereinafter stated, between Galway, Ireland, and St. John's, Newfoundland, and between Newfoundland and Portland, Boston, New York, or either of them, in a sufficient number of suitable, first-class, good, substantial, and efficient steam vessels, of sufficient capacity and power to perform the voyage between Galway and Newfoundland, and between Newfoundland and Galway, in seven days during the summer months, and eight days during the winter months; the words "summer months" to be considered to mean the months of April, May, June, July, August, September and October, and that the length of the voyage shall be computed on an average of all the voyages actually performed during each year.

2. That the contractors shall and will, at all times and at their own costs, provide and keep seaworthy, and in complete repair, during the continuance of this contract, a sufficient number of steam-vessels of the power aforesaid, and adequately provide and furnish all and every of the said vessels while employed in

in the performance of this contract, with all necessary and proper tackle, stores, oil, tallow, fuel, provisions, machinery, engines, anchors, sails, cordage, fire hearths, masts, yards, cables, a sufficient number of efficient boats, fire pumps, and all other proper and requisite means of extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and all other furniture and apparel, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the said service, in conformity with the regulations of the Board of Trade made and provided for the government of steam-vessels.

3. That one of such steam vessels, equipped and manned as aforesaid, shall leave Galway for St. John's, Newfoundland, and St. John's for Portland, Boston or New York, and one other of such steam-vessels shall leave Portland, Boston, or New York for St. John's, and St. John's for Galway, with Her Majesty's mails on board, at least once in each fourth week in the year, commencing on such days in the month of January in the year 1859, during each and every fourth week from the commencement of the service, as shall be agreed upon between the contractors and the Postmaster General, or his officers, or the Governor of Newfoundland, and one such vessel shall leave Galway, and another Portland, Boston, or New York for St. John's, Portland, Boston, or New York, and Galway respectively, not less than once in every fourth week in each succeeding year, and in every year during the continuance of this contract, and shall, on each voyage outward and homeward, proceed to St. John's and deliver the said mails at the post-office, to the postmasters or other persons duly appointed to receive the same, and remain there a reasonable time for the receipt of mails, and that the said vessels shall have permission in all cases to touch at Halifax, Nova Scotia, besides the said other ports of call, at the discretion of the said contractors, and that in case the said vessels shall touch at Halifax, they shall convey between that place and St. John's, and deliver at both places, all such mails as shall be put on board for that purpose.

4. That such vessels, after remaining a reasonable time at St. John's, shall depart thence for Galway or Portland, Boston or New York respectively, to complete the voyage, with Her Majesty's mails on board, and there deliver the same to the postmaster or other persons duly appointed to receive them; and that the Governor of Newfoundland shall have the right to order any of such vessels, by a notice to the agent of the company, on her arrival, to remain in the port of St. John's for six hours on any voyage, for the receipt or conveyance of mails or Government despatches.

5. That any vessel which may be employed in the performance of this contract shall, at all times, unless prevented by storm, tempest, or some other unavoidable casualty, be ready to receive the mails at all the respective ports or places as hereinbefore mentioned or hereafter to be defined as hereinbefore provided.

6. That if at any time or times it shall happen that the port of St. John's, Newfoundland, shall be found inaccessible on account of ice, then, in such case, Her Majesty's mails shall, by and at the expense of the Government, be landed and received from on board at such port on the south-west coast of the said island as may be accessible, and shall also, at their expense, be by them conveyed to St. John's by land.

7. That a time-bill shall be kept by the commander of every vessel employed for the time being in the performance of the said service in such form as the said Governor and Council of Newfoundland shall at any time, or from time to time direct, and that there shall be accurately noted by the said commander, on such bill, the time of every arrival and departure of the vessel, and the same shall be signed by the said commander, and one copy thereof shall be transmitted to the Secretary of the General Post-office, London, and another to the Colonial Secretary of the Government of Newfoundland by the first post after each return of each of the said vessels to Portland, Boston, or New York and Galway. During the continuance of this contract, the charge and custody of Her Majesty's mails shall be committed to the commander or commanders of all or any of the vessels to be employed in the performance of this contract; and such commander or commanders shall, without any additional charge, take due care thereof, and be responsible for the same, and shall make the usual declarations required, or which may hereafter, from time to time, or at any time, be required by Her Majesty's Postmaster-General; in such or similar

cases, and such commander or commanders having the charge of such mails, shall, immediately on the arrival at any of the said ports and places of any vessel so conveying the said mails, himself deliver, or cause to be delivered by an officer of the ship, Her Majesty's mails into the hands of the Postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said Postmaster-General shall direct and authorise to receive the same, a receipt, in such case, being always, by such commander or commanders, given and taken for the said mails.

8. That if any vessel having Her Majesty's mails on board, shall delay starting from Galway, Portland, Boston, or New York, or when put back into port after starting, shall not proceed on her voyage 12 hours after the proper and appointed time, weather permitting, then in each and every such case, the contractors shall and will pay unto Her Majesty, Her Heirs and Successors, the sum of 12 *l.*; also the further sum of 20 *l.* for every successive period of 12 hours, which shall elapse until such vessel shall proceed on her voyage, in the performance of this contract, unless prevented by stress of weather; provided always that the amount of penalty under this clause shall not exceed the sum of 50 *l.* on any one voyage.

9. That every vessel employed in the performance of this contract shall, as soon as the said mails are on board, proceed without delay to sea, weather permitting, and shall not touch at any intermediate port between Galway, St. John's, and Portland, Boston, and New York, excepting at Halifax, as beforementioned, unless compelled to do so by stress of weather or other unavoidable circumstance, without the express authority, in writing, of the Governor of Newfoundland, or the authorised agent or officer of the Government; and that Her Majesty's mails shall be delivered on their arrival at the said respective ports, without loss of time.

10. That such vessels as may be employed by the contractors for the service hereby agreed by them to be performed, while so employed, and any other of their vessels touching at St. John's on their voyage to any port in North America, shall be exempt from the operation of the Passenger Act, as fully and to all intents and purposes as any other mail contract steamers.

11. That all and every the sums of money hereby stipulated to be paid by the contractors unto Her Majesty, Her Heirs and Successors, shall be considered as stipulated or ascertained damages, and should the same or any of them become payable and not be discharged forthwith, on the application of the said Governor and Council, or their agents, each and every of such sums of money may be deducted and retained by the said Governor out of the monies payable to the contractors, their executors or administrators, under this contract or any other contract, or the payment thereof enforced with full costs of suit, at the discretion of the said Governor in Council.

12. In consideration of the premises, and of the contractors and their officers, servants and agents, at all times during the continuance of this contract, strictly and punctually performing the services hereinbefore contracted to be performed, and the covenants and agreements hereby entered into by the said contractors, he, the said John Kent, as such Colonial Secretary, for and on behalf of Her Majesty, Her Heirs and Successors, doth agree with the said contractors that the Receiver General of Newfoundland, on behalf of Her Majesty and Her Successors, will pay or cause to be paid to the said contractors, by good bills of exchange on London, at 60 days' sight, payable at par in London, a sum after the rate of 13,000 *l.* sterling money of Great Britain per annum, 8,500 *l.* whereof are to be contributed by the said colony of Newfoundland, and the remaining 4,500 *l.* by the British Treasury, according to the Treasury Minute, dated the 7th day of October, in the year 1858, for the whole of the services hereby contracted to be performed, by quarterly payments, and with a proportionate part of the said sum, should this contract terminate on any other day than a day of quarterly payment, the first quarterly payment to become due at the termination of three calendar months from the commencement of the said service: Provided always that the said Government of Newfoundland shall also, from time to time, and at all times, remit all port dues on the steamers of the said Company, calling at St. John's, including pilotage thereon, and to pay to such person in St. John's as shall agree to provide suitable wharfage for the said Company's steamers on the north side of the harbour of St. John's, the sum of

250 *l.*

250 *l.* sterling yearly, payable quarterly, during the continuance of this contract, and which shall be in lieu of wharfage on goods landed from or taken on board said vessels at that port or harbour. It is, however, provided that the contractors shall be paid at their option, either by bills at 60 days' sight, or at the days of payment hereinbefore mentioned, at St. John's, Newfoundland, in sovereigns, or, if the Newfoundland Government should prefer it, in Newfoundland currency, equal to sovereigns, should payment in sovereigns be required.

13. That the service under this contract shall commence, as well as the stipend aforesaid, in the month of January in the year 1859, and shall continue in force for the period of one year certain.

14. And it is also agreed between the said parties, that (excepting any notice of determination of this contract as hereinafter provided for), all other notices or directions which the Governor of Newfoundland or the Colonial Secretary, officers or other persons are hereby authorised and empowered to give to the contractors, their officers, servants, or agents, may, at the option of the Governor or the Colonial Secretary, officers, agents, or other persons, be either delivered to the master or commander or other officer, agent, or servant of the contractors, in the charge or management of any vessel to be or while employed in the performance of this contract, or be left at the last known place of business or abode at St. John's, Portland, Boston, New York, England, or Ireland, of the contractors, and any notices or directions so given or left, shall be as binding on the contractors as if duly served upon or left with him or them.

15. That a suitable steam-boat shall run, at the expense of the said contractors, between the ports of Liverpool, in England, and Galway, in Ireland, in connexion with the said line, at such times as may be considered most convenient for the completion of the communication by steam between the said island of Newfoundland and Liverpool, and the safe conveyance of passengers and freight by that means during the existence of this contract.

16. That in consideration of the said Atlantic Royal Mail Steam Navigation Company (Limited), having entered into this contract for one year only, the said John Kent, as such Colonial Secretary, on behalf of the said Government of Newfoundland, doth hereby agree and covenant with the said Company, that the said Government shall use its best endeavours to obtain the sanction of the Legislature of the said colony of Newfoundland and the Imperial Government to a continuance of the same said subsidy of the said sum of 13,000 *l.*, payable in manner aforesaid, and that in case such sanction shall be obtained, then the said parties hereto mutually covenant with each other that this contract, after the expiration of the said period of one year, shall be extended and continued in force for a further period of four years certain, during which extended period this agreement shall remain in force.

17. And it is understood between the said parties hereto, that the Imperial Government shall approve of this contract.

18. And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisions, clauses, and articles hereinbefore contained, which on the part and behalf of the contractors are, or ought to be observed, performed, fulfilled, or kept, the said Atlantic Royal Mail Steam Navigation Company (Limited), and the members thereof, do hereby bind themselves, and each other, unto our Sovereign Lady the Queen, in the sum of 2,500 *l.* of lawful British money to be paid to our said Lady the Queen, Her Heirs and Successors, by way of stipulated or ascertained damages, agreed upon between the said John Kent on behalf of the said Government, and the said Atlantic Royal Mail Steam Navigation Company (Limited), (over and above any other sum or sums of money, if any, which may be payable), in case of the failure of the said Company in the due execution of this contract, or in any part thereof: Provided further that the Governor of Newfoundland shall have the right and power to determine this contract, on giving six months' notice in writing for any breach hereof on the part of the said contractors.

In witness whereof the said Atlantic Royal Mail Steam Navigation Company (Limited), hath, by its lawfully appointed attorney or agent, the Right Honourable William Coutts Keppel, commonly called Viscount Bury, Member of the Imperial Parliament, set its seal and signature, and the said John Kent, for and on behalf of Her Majesty Queen Victoria, Her Heirs and Successors, hath here-

unto set his hand and seal on the day and year first within written at St. John's, in the said Island of Newfoundland.

The Atlantic Royal Mail Steam Navigation Company, by their Attorney,

(signed) *Bury.*
(signed) *John Kent,*
Colonial Secretary of Newfoundland, on behalf of Her Majesty.

Signed, sealed, and delivered in presence of (the alterations as initialed by us being previously made).

(signed) *Hugh W. Hoyles.*
(signed) *John Little.*

(Certified a true copy.)
John Kent.

Treasury Minute, dated 1 December 1858.

Write to Mr. Elliot that my Lords, referring to their minute of 7th October are pleased to sanction the payment for one year of the sum of 4,500 *l.* in aid of the sum of 8,500 *l.*, agreed to be contributed by the Colony of Newfoundland to the Atlantic Royal Mail Steam Navigation Company, according to the articles of agreement signed by the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland, on the 22d October last, and for the services therein set forth.

Page 23.

Send copy of the letter of the Atlantic Royal Mail Steam Navigation Company, and of minute thereon, also of the letter of Mr. Elliot, dated 27th ultimo, with its enclosures, to the Postmaster General, for his Lordship's information, also to the Lords' Commissioners of the Admiralty, and state that my Lords have approved of the contract for the period of one year, and request that they may be favoured with their Lordships' observations, upon the details of the contract, with a view to any alterations which may be necessary being inserted, in the event of its being renewed at the expiration of that time.

Request the contracts may be returned, and send copy of this minute to the Secretary of the Atlantic Royal Mail Steam Navigation Company.

Sir *E. B. Lytton* to the Governor of *Newfoundland.*

(No. 34.)

Sir, Downing-street, 17 December 1858.

I have to acknowledge the receipt of your Despatch, No. 88, of the 27th of October last, transmitting a copy of the agreement entered into with the Atlantic Royal Mail Steam Navigation Company for the conveyance of the mails between Galway and Newfoundland. I communicated your Despatch to the Lords Commissioners of the Treasury, and I forward to you herewith a copy of a letter which I have received from their Lordships, conveying their sanction to the payment for one year of the sum of 4,500 *l.*, as the contributiop of the Imperial Government for this service, in addition to the sum of 8,500 *l.* to be contributed by Newfoundland.

It affords me much satisfaction to be able to announce to you the completion of an arrangement which appears to meet the wishes of the community of Newfoundland, and which will, no doubt, be productive of substantial benefits to the province.

I have, &c.
(signed) *H. Merivale,*
(in the absence of Sir E. B. Lytton.)

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 15 December 1858.

I have received and laid before my Lords Commissioners of the Admiralty your letter of the 2d instant, transmitting a draft of the contract entered into by the Government of Newfoundland with the Atlantic Royal Mail Steam Navigation Company, for the conveyance of Mails between Galway and St. John's, Portland,

Contract returned.

Portland, Boston, or New York, once each way every fourth week, for the sum of 13,000 *l.* a year; and with reference to your intimation that the Lords Commissioners of Her Majesty's Treasury have approved of the contract for a period of one year, but wish to be furnished with any observations on the details thereof, with a view to alterations being made in the event of a continuation of the contract beyond its present term, I am commanded by my Lords to request you will state that no limitation is specified as to the minimum size and power of the vessels to be employed, whilst the time engaged for the performance of the voyage between Galway and Newfoundland, viz. seven days during the summer months, and eight days during the winter, is to be computed on an average of all the voyages performed during the year. No power is taken, therefore, to debar the employment of an inefficient packet, during the period of the present contract; and if the contract extended beyond one year, the superior speed of one vessel might compensate for the deficiency of speed of one or more.

No power of survey by professional officers appear to be taken by the contract, whilst a Clause, No. 10, is inserted to exempt the vessels from the operation of the Passenger Act.

As these vessels are, it is understood, employed in the conveyance of large numbers of passengers, it appears to my Lords very necessary that their efficiency in all respects should be duly certified by the officers of the Board of Trade, in accordance with the Act of Parliament; and that no exemption should be allowed on the score of the vessels being employed in the conveyance of mails, inasmuch as they are not subject to survey by the professional officers of the Admiralty.

No time is stated for the voyages between St. John's, Portland, Boston, or New York; and no time table is appended to the contract. These omissions, and several minor alterations might, in the opinion of my Lords, be beneficially considered, in the event of a renewal of the contract

I am, &c.

The Secretary to the Treasury. (signed) *H. Corry.*

Treasury Minute, dated 18 December 1858.

Write to Mr. Elliot in reference to his letter of 27th November. Transmit copy of letter from the Lords Commissioners of the Admiralty. Request Her Majesty's Secretary Sir E. B. Lytton will forward it for the information of the Governor of Newfoundland, and state that my Lords request that it may be distinctly understood, that before the question of any extension of the contract can be entertained, the terms of it must be submitted for approval to the Board of Treasury.

Sir *E. B. Lytton* to the Governor of *Newfoundland.*

(No. 39.)

Sir, Downing-street, 24 December 1858.

With reference to the previous correspondence relative to the contract between the Government of Newfoundland and the Atlantic Royal Mail Steam Navigation Company, for the conveyance of mails between Galway and St. John's, I transmit for your information the copy of a letter which has been addressed to the Secretary of the Treasury by direction of the Lords Commissioners of the Admiralty respecting the terms of the contract.

It will, of course, be understood that before the question of any extension of the present contract can be entertained, it must be submitted for the approval of Her Majesty's Government.

I am, &c.

(signed) *E B. Lytton.*

The Postmaster-General to the Lords of the Treasury.

My Lords, General Post Office, 21 December 1858.

I have the honour to return the accompanying papers, referred to me by your Lordships on the 1st instant, with a copy of a contract concluded between the Atlantic Royal Steam Navigation Company and the Government of Newfoundland for the conveyance of mails.

In compliance with your Lordships' request, I beg to offer a few observations with respect to the details of this contract.

1. The first clause provides that the mails shall be conveyed by steam vessels of sufficient capacity and power to perform the voyage between Galway and Newfoundland in seven days, during the summer, and eight days during the winter; but there is no undertaking that the service shall be performed within the time stated, and no penalties are provided in case the time be exceeded.

2. The contractors are to have permission to touch at Halifax, Nova Scotia. If this provision means that, in one voyage the vessel may call at Halifax, and that, in the next, it may proceed to the United States, without calling, such an arrangement is an inconvenient one, as it will leave the public in doubt whether they may post letters for Nova Scotia for conveyance by these vessels.

3. In clause 8 there is a provision that if a vessel, when put back after starting, shall not proceed on her voyage twelve hours after the proper and appointed time, a penalty shall be incurred. Some alteration in the wording of this stipulation seems necessary, as there is no appointed time for a vessel to sail which has been driven back by stress of weather, or by an accident.

With respect, too, to the penalty alluded to, it appears to me quite insufficient to secure regularity.

4. The 10th clause contains a stipulation to which, I apprehend, your Lordships will not agree. It provides that not only the packets to be employed under this contract, but also all other vessels belonging to the contractors which may touch at St. John's on their voyage to any port in North America, shall be exempted from the operation of the Passenger Act. Such an exemption would certainly be considered objectionable by the Colonial Land and Emigration Commissioners.

5. The arrangement under which a branch steamer is to be run between Liverpool and Galway in connexion with these packets, however convenient for passengers and goods, would be of no advantage for postal purposes.

Having made these observations, I have only to request that your Lordships will inform me whether you have any intention of withdrawing the branch packet by which the Newfoundland mails are at present conveyed to and from Halifax, under contract with Mr. Cunard, or whether this packet from Galway is to be in addition to the existing means of communication with Newfoundland.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Colchester.*

The Postmaster-General to the Lords of the Treasury.

My Lords General Post Office, 3 January 1859.

With reference to clause 3 of the contract concluded between the Government of Newfoundland and the Atlantic Royal Mail Steam Navigation Company (Limited), for the conveyance of mails, in which it is provided that one of the Company's vessels shall leave Galway for St. John's, Newfoundland, once in each fourth week in the year 1859, commencing in the month of January, on such days as shall be agreed upon with Her Majesty's Postmaster-General, I beg leave to transmit to your Lordships, for communication, through the Colonial Office, to the Government of Newfoundland, copies of the correspondence which has taken place between the manager of the Company in London and this department, respecting the arrangements under which the mails to be conveyed, *viâ* Galway, shall be made up in the United Kingdom during the present year. I also enclose two copies of the notice which has been issued on the subject

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Colchester.*

Enclosure No. 1.

The Atlantic Royal Mail Steam Navigation Company (Limited).

40, Cannon-street, London, E.C.
28 December 1858.

Sir,

As the postal contract with this Company for conveying the mails from Galway to Newfoundland comes into operation in January, I have the honour to request you will be so good as to inform me on what day it will be convenient for the Post-office Department to dispatch mail-bags for Newfoundland under the above contract.

The steam-ship "Circassian" is appointed to sail from Galway on Thursday the 6th January, and if it will not be inconvenient to your department to permit the bags to be dispatched, in this instance, on the day named, and which has been extensively advertised, the future departure of the steam-ships of the Galway line can be fixed by Saturday, if agreeable to the arrangements of Her Majesty's Post-office Department.

I have, &c.
(signed) *A. M. Weir.*

Rowland Hill, Esq., Secretary,
General Post-office.

Enclosure No. 2.

(No. 1143—I.)

Sir,

General Post-office, 29 December 1858.

In reply to your letter of the 28th instant, I am directed by the Postmaster-General to inform you that, as the mails for Newfoundland, forwarded *viâ* Halifax, are closed in London on Friday evening, and the public have become accustomed to the practice, it appears to his Lordship that the mails to be forwarded direct from Galway should also be made up at this office on Friday evening, that the mails should be forwarded to Dublin by the ordinary night-mail, and that the packets should sail as soon as possible after their arrival at Galway.

This is the arrangement which will be the most convenient to the public and the Post-office.

With regard to the particular Friday to be fixed for the dispatch of the mails, *viâ* Galway, I am to state that mails for Newfoundland, *viâ* Halifax, will be made up in London—

Friday	January	14	Friday	July	1
„	February	11	„	July	29
„	March	11	„	August	26
„	April	8	„	September	23
„	May	6	„	October	21
„	June	3	„	November	18

And it seems to the Postmaster-General desirable that the mails *viâ* Galway should be made up one week in advance of those dates.

The departure of the "Circassian" can doubtless be deferred to suit this arrangement, as there would be much difficulty in circulating a notice throughout the post-offices in the United Kingdom in time for the mails to reach Galway by the 6th January.

The Postmaster-General desires me to add that he has purposely confined himself to naming the days for the mails to be made up in London.

If the Atlantic Royal Mail Company follow the course which they have adopted on former occasions, by providing a special train to convey the bags as promptly as possible from Dublin to Galway, the packet can easily sail from Galway on the Saturday; but if this train be not provided, the mails must remain at Dublin until the departure of the night-mail, and the packet will not be able to to sail until the following morning.

His Lordship will be glad of an immediate reply, stating that the Company concur in these suggestions.

I am, &c.
(signed) *F. Hill.*

A. M. Weir, Esq.,
Atlantic Royal Mail Steam Navigation Company
(Limited), 40, Cannon-street, E. C.

Enclosure No. 3.

The Atlantic Royal Mail Steam Navigation Company (Limited).

Sir, 40, Cannon-street, E. C., 29 December 1858.

In acknowledging the receipt of your communication of this day's date, (No. 1143—I.), I have the honour to acquaint you that the directors of the Atlantic Royal Mail Steam Navigation Company entirely concur in the arrangements proposed by his Lordship the Postmaster-General, respecting the days appointed for the transmission of the Newfoundland mails, *viâ* Galway, and they have issued instructions accordingly that the sailing of the "Circassian" be postponed till Saturday the 8th January next, on which day a special train will be in readiness at the Broadstone Station, Dublin, to convey the bags to Galway, in the event of their not being in time for the usual mail train at 10 30 a.m.

I am requested to state that the directors will feel obliged if his Lordship the Postmaster-General will have the goodness to authorise the usual notification to be issued, of the date on which the mail-bags will be dispatched by the "Circassian."

I have, &c.

Rowland Hill, Esq., Secretary, (signed) *A. M. Weir.*
General Post Office.

Enclosure No. 4.

Mails for *Newfoundland.*

The Government of Newfoundland having entered into a contract with the Atlantic Royal Mail Steam Navigation Company, for the conveyance of mails once a month by steam vessels proceeding direct from Galway to St. John's, mails for Newfoundland (including those to be conveyed by the present route *viâ* Halifax), will be made up at this office on the evening of the following days during the present year; viz.

Friday	*January*	7	Friday	July	15
„	January	14	„	*July*	22
„	*February*	4	„	July	29
„	February	11	„	August	12
„	*March*	4	„	*August*	19
„	March	11	„	August	26
„	*April*	1	„	September	9
„	April	8	„	*September*	16
„	April	22	„	September	23
„	*April*	29	„	October	7
„	May	6	„	*October*	14
„	May	20	„	October	21
„	*May*	27	„	November	4
„	June	3	„	*November*	11
„	June	17	„	November	18
„	*June*	24	„	December	2
„	July	1	„	*December*	9

On the days printed in *Italics* the mails will be forwarded by way of Galway, from which port the packets will sail on the afternoon of the days following.

On the other days mentioned, the mails will be dispatched, *viâ* Liverpool and Halifax, as heretofore.

By command of the Postmaster-General,
Rowland Hill, Secretary.

General Post Office, 1 January 1859.

The Postmaster-General to the Lords of the Treasury.

My Lords, General Post Office, 7 January 1859.

I have the honour to inform you that I have received a report from the solicitor of this department, by which it appears that, in consequence of the contract which the Atlantic Royal Mail Steam Navigation Company have entered into with the Government of Newfoundland, for the conveyance of mails to St. John's, ship-letter bags for the United States cannot be sent from Galway by any of the vessels to be employed in this contract.

Mr. Peacock

Mr. Peacock is of opinion that such vessels will be in law packet-boats, and that all letters forwarded by them will be legally chargeable with the packet rate of postage.

As I have little doubt that the public in this country will desire occasionally to send letters to the United States by these packets, I propose to write to the Postmaster General at Washington, and to inquire whether he has any objection to Dublin and Galway being constituted offices of exchange, under the postal convention between the two countries, provided an arrangement be made with the Steam Packet Company for the conveyance of the mails; and I request that your Lordships will authorise me to communicate with the Company, and, if they are willing, to enter into a contract with them for the conveyance of mails between Galway and the United States, containing such letters as are specially addressed to be forwarded *viâ* Galway, in consideration of the sea postage, at present at the rate of 8 *d.* per half-ounce letter, being paid to them.

I have, &c.
(signed) *Colchester.*

The Lords Commissioners of the Treasury.

The Postmaster-General to the Lords of the Treasury.

My Lords, General Post Office, 10 January 1859.

I HAVE the honour to lay before you the copy of a letter addressed to this Department by the manager of the Atlantic Royal Mail Steam Navigation Company, in which he requests that the Company may be furnished with a certificate of exemption from the operations of the Passengers' Act for the steam-ship "Circassian," about to take the Newfoundland mails from Galway.

The interval between the receipt of this letter and the date fixed for the departure of the "Circassian" was so short, that it was quite impossible for me to communicate with your Lordships respecting the difficulty I experience in complying with this request, and to obtain your reply, before the sailing of the vessel, and I directed the Company, therefore, to be informed that the certificate could not be furnished until I had received the instructions of your Lordships, and that I could only suggest that, for this voyage at least, the vessel should undergo the prescribed survey of the officers of the Emigration Board, and that the ordinary certificate should be obtained.

In bringing this question under the consideration of your Lordships, I beg leave to observe that serious doubts have arisen in my mind whether these vessels come in any way within the spirit of the exemption authorised by the Act referred to.

It appears to me that, in giving to the Postmaster General a permissive right to exempt, by his certificate, mail packets from the operation of the Passengers' Act, the Legislature had in view vessels carrying mails under a contract with the Admiralty, and subject, therefore, to a strict survey by Admiralty officers, before being allowed to be employed in the conveyance of mails.

Such mail packets, it is important to bear in mind, carry very few emigrants, and those only of the better class, whilst I am disposed to believe that the passengers by the vessels of the Atlantic Royal Mail Steam Navigation Company are almost entirely composed of the poorest description of emigrants, for whose protection mainly the Passengers' Act was doubtless intended.

There is again another point which appears to me to require consideration before this request for exemption be complied with.

The contract with the Atlantic Royal Mail Steam Navigation Company extends only to the conveyance of mails to Newfoundland; but the passengers will, no doubt, be chiefly for the United States; seeing, therefore, that most vessels bound for the United States carefully avoid Newfoundland on account of the dangerous nature of the coast, it seems more than usually necessary that the vessels which are to make St. John's a port of call should undergo a strict examination by officers of some department of the Government.

I have thought it right to submit these observations to your Lordships, and I shall be glad to be informed of the course to be pursued before the time arrives for the departure of another packet from Galway, which is fixed to take place on the 5th February next.

I have, &c.
(signed) *Colchester.*

The Lords Commissioners of the Treasury.

Enclosure.

Atlantic Royal Mail Steam Navigation Company,
Sir, 40, Cannon-street, 6 January 1859.

I HAVE the honour to request you will be pleased to sign the accompanying certificate of exemption for the steam-ship "Circassian," about to take the Newfoundland mails from Galway on the 8th instant.

I have, &c.
Secretary, General Post Office, (signed) *A. M. Wier.*
London.

SCHEDULE A.

FORM of CERTIFICATE exempting a Mail Steamer from the Provisions of the British Passengers' Act, 1855.

[*N.B.*—This certificate must be produced, on demand, to the emigration officer or his assistant, or, if there be no such officer, to the chief officer of Customs at the port of clearance or port of departure, by the master of any steam-vessel claiming exemption from the Passengers' Act, otherwise the exemption will not be allowed.]

THIS is to certify that the steam-vessel "Circassian," of 1,537 tons registered tonnage, belonging to the port of Liverpool, is duly authorised to carry mails under a contract with the Government of Newfoundland, between Galway and St. John's, Newfoundland, and is, therefore, exempt from the operations of the "Passengers' Act, 1855," from the date hereof to the 8th day of January 1860.

Given under my hand at , this day of January 1859.

TREASURY MINUTE, dated 17 January 1859.

WRITE to the Emigration Commissioners, and request them to favour my Lords with their opinion as to the course which it would be advisable to pursue under the following circumstances:

A contract has recently been concluded between the Governor of Newfoundland and the Atlantic Royal Mail Steam Navigation Company (of which enclose copy) for the conveyance of mails between this country and Newfoundland; the subsidy payable to the company for the performance of the service being contributed in unequal proportions by Her Majesty's Government and the Colony.

The agreement, which is limited in the first instance to the period of one year, and which has been ratified by the Imperial Government, contains a clause (No. 10) exempting the vessels of the company from the operation of the Passenger Act, thus treating them as if they were vessels under contract with and liable to inspection by the Admiralty.

The necessity, however, of exercising some check over the company, in respect to ensuring the seaworthiness of the vessels, and their general fitness for the service, is especially important, from the fact represented to their Lordships, that large numbers of emigrants may be conveyed in these ships to North America, rendering it incumbent on the Government to use every endeavour to obviate the risk which would be incurred by allowing the vessels to put to sea without a preliminary examination.

The question has been brought under the consideration of this Board by the Postmaster General (of whose letter, with enclosure, transmit copy), upon the occasion of the first voyage performed by the company under their contract, and although in that instance my Lords presume that the suggestion of Lord Colchester was acted upon, and the usual survey made by the officers of the Emigration Board, it is important that no time should be lost in settling the course to be followed with respect to all subsequent voyages.

Add, that Mr. Lever and Mr. Roebuck have intimated to their Lordships, on behalf of the company, their readiness to enter into any reasonable arrangement for carrying out the wishes of the Treasury, and my Lords are of opinion that it would be desirable for the Commissioners of Emigration to place themselves in communication with the company, for the purpose of coming to a distinct understanding as to the mode in which the examination of the vessels is to take place,

in

in the event of the company consenting that it shall be made under the directions of the Commissioners, it being a matter of much importance to the company that their vessels should not be delayed by such examination.

Request that the copy of the contract may be returned.

Mr. *T. W. C. Murdoch* to Mr. *Hamilton.*

Sir, Emigration Office, 27 January 1859.

I HAVE to acknowledge your letter of 20th instant, enclosing the copy of a contract made between the Atlantic Steam Navigation Company and the Government of Newfoundland, and ratified by Her Majesty's Government, by which it is provided, among other things, that the vessels of the company shall be entitled to the exemption from the operation of the Passengers' Act, 1855, granted under certain circumstances to vessels carrying mails. You also enclose a letter from the Postmaster General, pointing out some differences between the vessels of this company and ordinary mail steamers; and you desire us to communicate with the company, in order to make such arrangements as, while they will relieve the company's vessels from the risk of being delayed at the moment of departure, will yet provide protection for the emigrants who may be conveyed in them.

2. In obedience to these instructions, I have had a personal conference with the secretary of the company, and the letter, of which a copy is enclosed, has been addressed to him, pointing out the conditions which it appears to us most essential to enforce, and the mode in which it is proposed to enforce them. We have restricted these conditions to what we consider indispensable, and what the company ought not, we think, to hesitate to accept. I enclose the draft of a bond to be executed by the company, if the Lords of the Treasury should approve it, to carry this arrangement into effect. *Enclosure 2.*

3. It will not escape notice that the material difference between this mode of proceeding, and that prescribed by the Passengers' Act for passenger ships is, that if the emigration officer should discover anything objectionable or incomplete in a passenger ship, he can compel its alteration and correction by detaining the ship. In the company's ships he will be able only to report the circumstances, and the ship may proceed to sea, notwithstanding his objection. This, however is inevitable under the circumstances. The only reliance will be that the company will be extremely unwilling to have their bond put in suit, and will, therefore, observe carefully the prescribed conditions.

4. I return, as desired, the articles of agreement between the company and the Government of Newfoundland.

5. To prevent the possibility of future misapprehension, I think it right to point out that the exemption granted to the company relates only to their vessels, and that they and their agents will remain liable, as all other persons are, to the provisions of the Act, in regard to passage brokers and contract tickets for other than their cabin passengers.

I have, &c.

G. A. Hamilton, Esq. (signed) *T. W. C. Murdoch.*
&c. &c. &c.

Enclosure 1.

Government Emigration Board,

Sir, 25 January 1859.

WITH reference to your interview, yesterday, with the Chairman of this Board, I am directed by the Emigration Commissioners to state to you the regulations which they should propose, in obedience to the instructions of the Lords of the Treasury, to establish for carrying out on board the ships of the Atlantic Steam Navigation Company the more essential provisions of the Passengers' Act of 1855, for the protection of the poorer class of passengers.

The first point to be looked to is the seaworthiness of the vessel. In ordinary passenger ships, this is provided for by a survey previously to the commencement of each voyage. As, however, the company's steamers, like all other steamers carrying passengers, will be subject to the half-yearly survey of the Board of Trade, the Emigration Commissioners will not think it necessary to insist on any further survey, except in the case of subsequent injury to the vessel from bad weather or accident. They propose, therefore, to stipulate that

the master of any vessel which has received any injury from bad weather or accident since the last survey of the Board of Trade surveyor, shall be bound to give notice thereof to the emigration officer, and to afford the same facilities for her survey as are required by the Passengers' Act in the case of ordinary passenger ships. In other cases, the emigration officer will be directed to accept the exhibition of the certificate of the Board of Trade surveyor, if dated within six months.

Second, it will be necessary that the part of the ship in which "passengers" are to be carried should be properly lighted, ventilated, and fitted, and that proper separation should be made between the married and single, and between single men and women. In regard to ventilation, which the Passengers' Act leaves in great measure to the discretion of the emigration officer, there will probably be no difficulty. The ventilation once approved, will require little or no subsequent alteration. On the other points, the Emigration Commissioners propose to follow the rules laid down in the 21st, 22d, and 26th sections of the Passengers' Act.

The number of passengers to be carried in proportion to space must be governed by the rules prescribed by the Passengers' Act. The principal section relating to this point is the 14th. The Commissioners propose to follow that question, so far as it is applicable to the company's ships.

In respect to the provisions and water for the supply of the passengers, the Commissioners are of opinion that they ought to be surveyed by the emigration officer, in the same manner as the provisions and water of ordinary passenger ships, and issued to the passengers in the same proportions. But they do not propose that the company's ships should be compelled to carry the quantities prescribed by the 30th and 35th sections. The company will, of course, be sensible of the necessity of providing an ample margin of provisions and water for any possible accident on the voyage.

Lastly, it will be stipulated that the company's ships shall carry a duly qualified medical man. As those ships will, however, not be under the Passengers' Act, their officers must be selected in accordance with the "Medical Act" of last September (21 & 22 Vict. cap. 90), not according to the provisions of the Passengers' Act.

I am to point out that the Commissioners have here used the word passenger in the sense given to it by the 3d section of the Passengers' Act.

To ensure the enforcement of the regulations which may be agreed upon, the Commissioners propose to take a bond from the Company in (say) 1,000 *l.*, binding them to observe the preceding conditions. The emigration officer would be directed to ascertain whether they are observed or not. If not observed, he would have no authority to delay the ships sailing, as would be done with passenger ships, but he would report the fact to the Commissioners, who would then decide whether it would be necessary to put the bond in suit. The penalty to be inflicted by means of the bond would, of course, depend on the circumstances of each case.

I have, &c.
(signed) *S. Walcott*,
Secretary.

A. Boate, Esq.
&c. &c.

Enclosure 2.

KNOW all men by these presents, that we, A. B., of , C D., of and E. F., of , are held and firmly bound unto our Sovereign Lady, Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, in the sum of one thousand pounds of good and lawful money of Great Britain, to be paid to our said Lady the Queen, Her heirs and successors, to which payment well and truly to be made, we bind ourselves and every of us, jointly and severally, for and in the whole, our heirs, executors, and administrators, and every of them, firmly by these presents. Sealed with our seals. Dated this day of one thousand eight hundred and fifty-nine.

Whereas by an agreement made the twenty-second day of October, one thousand eight hundred and fifty-eight, between the Atlantic Royal Mail Steam Navigation Company (Limited) of the one part, and the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland, and on behalf of Her Majesty

Majesty, Her heirs and successors, of the other part, for the carriage of Her Majesty's mails to and fro between Galway and Newfoundland and certain ports in the United States of North America, it was, amongst other things, stipulated that such vessels as might be employed by the said company for the said service, while so employed, and any other of their vessels touching at St. John's, Newfoundland, on their voyage to any part of North America, shall be exempt from the operation of the British "Passengers' Act, 1855," as fully and effectually to all intents and purposes as any other mail contract steamers:

And whereas the said company propose to carry in their vessels, besides the said mails and first-class cabin passengers, other passengers, whereby their vessels will become subject to the operation of the said Passengers' Act, unless they obtain from the Postmaster General of the United Kingdom a certificate of exemption under the fourth section of the said Act:

And whereas it hath been agreed that such certificate of exemption shall be given by the said Postmaster General to the said company, upon their executing to Her said Majesty a bond, conditioned, as hereinafter mentioned, for providing for the security, welfare, and comfort of the passengers who may be carried in such vessels:

Now the condition of this obligation is such, that if any of the vessels of the said company, employed in the service aforesaid, shall clear out or proceed to sea, having on board more than thirty "statute adult passengers," as defined in the third section of the said Passengers' Act; and if, in that case, the said company, their officers and servants, shall well and truly observe and fulfil each and all of the regulations and conditions hereinafter set forth, then this obligation to be void, otherwise to remain in full force.

REGULATIONS AND CONDITIONS ABOVE REFERRED TO.

1. No such vessel of the said company shall carry under the poop, or in the roundhouse or deckhouse, or on the deck next below the upper or weather deck, a greater number of "statute adult passengers" than in the proportion of one to every fifteen clear superficial feet of deck allotted to their use, inclusive of hospital room; nor on any lower deck a greater number of such passengers than in the proportion of one to every eighteen clear superficial feet of deck allotted to their use, exclusive of hospital room; nor, in any case, a greater number of such passengers in the whole than in the proportion of one to every five superficial feet clear for exercise on the upper or weather deck, or on the poop, or (if properly fitted with a railing or guard, to the satisfaction of the emigration officer at the port of clearance) on any roundhouse or deckhouse.

2. The master of every such vessel shall produce to the emigration officer at the port of clearance the certificate of the last survey made by the surveyor of the Board of Trade; and whenever any such vessel shall have met with any injury by stress of weather, accident, or otherwise, after such last survey, she shall, before the embarkation of cargo or passengers, be surveyed at the expense of the company, under the direction of the said emigration officer, and shall not carry passengers, unless he shall certify that she is, in his opinion, seaworthy and fit for her intended voyage.

3. In any such vessel, the height between any two decks—on the lower of which passengers may be lodged—shall not be less than six feet, nor shall there be more than two tiers of berths on any one deck, nor a less interval than two feet six inches between each tier of berths, nor shall the berths be less than six feet in length by eighteen inches in width for each "statute adult passenger."

4. All the male passengers (other than cabin passengers) of the age of 14 years and upwards, who shall not occupy berths with their wives, shall, to the satisfaction of the emigration officer at the port of clearance, be berthed in the fore part of the ship, in a compartment divided off from the space appropriated to the other passengers by a substantial and well-secured bulkhead, without opening into, or communication with, any adjoining passenger berth, or in separate rooms, if the ship be fitted with enclosed berths; and not more than one passenger, unless husband and wife, or females, or children under 12 years of age, shall be placed in or occupy the same berth.

5. In every such vessel adequate provision for affording light and ventilation to the passenger decks shall be made to the satisfaction of the said emigration officer,

 and

and the passengers shall have the unimpeded use of the whole of each hatchway situated over the space appropriated to their use, which hatchway shall be protected against the ingress of wet, in such manner as shall be satisfactory to the said emigration officer.

6. In every such vessel there shall be issued to each statute adult passenger, throughout the whole voyage, including the time of detention at any place before the termination thereof, at least three quarts of pure and sweet water per day, exclusive of the quantity required for cooking, and an allowance of sweet and wholesome provisions of good quality, in a cooked state, and of the kinds, and not less in quantities than is prescribed in the 35th section of the said Passengers' Act, or in any scale which may be issued by the Emigration Commissioners in conformity with that Act.

7. No such vessel shall clear out or proceed to sea until all the water, provisions, and stores intended for use during the voyage, whether for the passengers or crew, shall have been surveyed by the said emigration officer, or under his directions (at the expense of the said company), and approved by him as good and wholesome in quality, sweet and sound in condition, and sufficient in quantity for the voyage; nor until all such water, provisions, and stores shall have been properly stowed away to the satisfaction of such emigration officer.

8. No such vessel shall clear out or proceed to sea, unless there shall be on board a supply of medicines, medical comforts, disinfectants, instruments, and other things necessary for the treatment of diseases and accidents at sea (with printed or written directions for use), good in quality and sufficient in quantity in the judgment of the said emigration officer, for the probable exigencies of the voyage; nor if the number of persons on board (including cabin passengers, officers, and crew), exceeds 300, unless there shall be carried a duly qualified medical practitioner.

Signed, sealed, and delivered by the above bounden A. B., C. D., and E. F., in the presence of	*A. B.*	(seal.)
	C. D.	(seal.)
	E. F.	(seal.)

Treasury Minute, dated 2 February 1859.

Write to the Commissioners of Emigration that my Lords quite approve of their suggestions, and request that they will have the bond prepared in the form which they propose; and that my Lords may be informed when the same has been duly executed.

The Emigration Commissioners to Mr. *Hamilton.*

Sir, Emigration Office, 15 March 1859.

With reference to the correspondence on the subject of the exemption from the Passengers' Act of the vessels of the Atlantic Steam Navigation Company, we beg to state, for the information of the Lords Commissioners of the Treasury, that immediately on receiving your letter of 8th ultimo, we applied to the secretary of the company for the names of the directors, in order that their Lordships might be able to select the persons to be made obligors of the bond to be taken from the company. Having received no answer to this communication, we applied to the company again on the 24th ultimo, and have been informed in reply that the directors are in correspondence with the Treasury on the subject. We feel it our duty to report what has passed, to explain the delay in the execution of the bond prepared by direction of their Lordships, and approved by them.

We have, &c.

G. A. Hamilton, Esq., &c. &c. &c.

(signed) *T. W. C. Murdoch.*
Frederic Rogers.

— No. 3 —

CORRESPONDENCE between the LIVERPOOL, NEW YORK, and PHILADELPHIA STEAM SHIP COMPANY and the POST-OFFICE, and TREASURY, relative to the offer of that Company to Contract for the Conveyance of Mails between this Country and the *United States*.

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 1 March 1858.

Sir,

SEEING in the "Daily Packet List" the announcement that the United States mail-steamers (Collins' line) between Liverpool and New York have ceased running, thereby breaking up the semi-weekly mail communication between England and America, I beg again to bring the Company's claims forward, and to ask that the vessels composing the line may be accepted as mail steamers, for the departures hitherto taken by the Collins' mail line.

This Company, established in 1850, have maintained (except during the war with Russia) a constant communication between England and America, though they have never received any Government support whatever, whereby they have been placed at great disadvantage with those lines that have been subsidised.

This Company having on other occasions pointed to the great regularity and speed they have maintained, do not further allude to it now than to say that their vessels' passages average under the present mail contract time, which they are prepared to show.

This Company was the first in the kingdom to give the poor passenger the great boon of carriage by steam, which is now so largely availed of, several mail lines now following in the course pointed out by our unaided enterprise.

I beg to enclose the notice of our vessels' departures, and asking your favourable consideration of our request.

I have, &c.
(signed) *William Inman*, Agent.

I beg to add that this Company are willing to undertake the mail service as above stated for the amount of postage received.

(signed) *William Inman.*

To the Secretary, General Post-office,
London.

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 10 April 1858.

Sir,

ON the 1st March I had the honour to address you on the subject of establishing the steamers of this Company as mail packets between Liverpool and New York for the amount of postage alone.

Not having yet received any reply to that communication, and pending any decision that may be come to, I beg now to apply to know whether the steamer "Kangaroo," to sail on the 14th instant from this port, is to have the mails for the ocean postage to New York.

The "Kangaroo" brought the United States mails of the 20th March, and delivered them at the Post-office in Liverpool in 12 days and 9 hours from the time of embarkation, and in London in less than 13 days, (see *Daily Packet List*, 3d April.)

The "Kangaroo," on the 14th instant, sails on the Collins' United States mail-day, on which day there is no departure for America except this vessel.

 Complaints

Complaints are repeatedly made to us by people who post their letters specially directed for this Company's vessels of their letters being kept back and not sent forward as directed, and as our steamers always deliver their letters in advance of the following mail steamers, this detention is, in some instances, very injurious and detrimental to the public.

I have, &c.

To the Secretary, General Post-office, London. (signed *William Inman.*

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia Steam Ship Company,

Sir, Liverpool, 13 April 1858.

Referring to my letter of the 1st March and the 10th instant, I beg to draw your attention to the delivery of letters by the first steamer this Company dispatched on the Collins' mail day to New York, after our application to you of 1st March.

The steamer "City of Baltimore," of our line, sailed shortly after noon of the 17th March, and was followed on the morning of the 20th March (11 a.m.) by the steamer "Persia," celebrated for being the fastest steamer in the kingdom.

The steamer "City of Baltimore" delivered her letters in New York on 30th March, and gave the mercantile community there the power of reply per 'Arabia," which arrived here on the 11th instant.

The "Persia" arrived the 31st March (early) at New York too late for reply per "Arabia," and no further mail steamer is due before the 15th instant at Southampton and the 16th inst. here.

You will thus see that those letters which were kept back from the "City of Baltimore," and sent per "Persia," place the writers of them at a disadvantage of four or five days in the receipt of their replies, a matter of great importance to the mercantile community.

I have, &c.

To the Secretary, General Post-office, London. (signed) *William Inman,* Agent.

The Assistant Secretary to the Post-Office to Mr. *Inman.*

Sir, General Post-office 14 April 1858.

In reply to your letter of the 10th instant. I am directed by the Postmaster-General to inform you that the reason why he has been unable to take into consideration the offer of the Liverpool, New York, and Philadelphia Steam Ship Company, made in your letter of the 1st March last, to enter into a contract with this Department for the conveyance of mails between this country and America is, that his Lordship is in communication with the Postmaster-General of the United States relative to the withdrawal of the United States Contract Packets until recently employed in conveying mails once a fortnight between Liverpool and New York, and I am to state that, until it can be ascertained whether this withdrawal is temporary or permanent, his Lordship cannot come to any decision on the Company's offer.

The Postmaster-General has, however, given directions for a ship letter mail to be made up for conveyance by the "Kangaroo," to sail from Liverpool this day, and I am to add that inquiry will be made with respect to your complaint of letters specially directed to be transmitted by the vessels of the Liverpool, New York, and Philadelphia Steam Ship Company having been kept back for conveyance by other vessels.

I am, &c.

W. Inman, Esq., Liverpool, New York, and Philadelphia Steam Ship Company. (signed) *F. Hill.*

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir, General Post-office, 19 April 1858.

With reference to the last paragraph of your letter, dated the 10th instant, relative to complaints being repeatedly made to the Liverpool, New York, and Philadelphia Steam Ship Company that letters specially directed by one of the Company's vessels are kept back and not forwarded by such vessel, I have to acquaint you that I have been in communication with the postmaster of Liverpool on this subject, and he assures me that all letters specially addressed to be sent by one of the vessels in question are forwarded accordingly, if properly prepaid and posted, or received at his office in time to be so sent, and that they are not detained there as stated.

I request you will be good enough to furnish any evidence you can produce in support of your assertion.

I am, &c.
(signed) *F. Hill.*

W. Inman, Esq., Liverpool, New York, and Philadelphia Steam Ship Company, Liverpool.

Mr. *Inman* to the Secretary to the Post-Office.

Liverpool, New York, and Philadelphia Steam Ship Company.

Sir, Liverpool, 20 April 1858.

I have the honour to acknowledge the receipt of your letter of 19th instant (No. 9339) with reference to complaints of letters being repeatedly kept back from the steamers of our line, though specially directed to go by them.

I did not mean to state that "prepaid" letters were detained, our great ground of complaint being that letters are detained because not prepaid.

Our line is looked upon by many of the mercantile community as one by which they have the facility of writing as if they were mail steamers, and in consequence of this they cannot understand why letters must be prepaid by one line of steamers, while this is not required by another line of steamers, and the fact of making people prepay the letters which they are not likely to get repaid by the party whom they address is a great bar to correspondence.

I have been informed by our shippers that they receive complaints that letters specially directed by our vessels have been delivered so late by following mail steamers in America, that they have only received their invoices (of goods on board our vessels) after those goods have been landed and deposited in the New York Custom House for the want of particulars which those letters contained.

To show that my assertion (for which I am asked for particulars) is correct, I enclose a voucher for 5*l.* 8 *s.* paid by me on the 28th January 1857, to have letters sent forward by the "City of Baltimore," which were specially directed but not prepaid, which, at 8 *d.* each letter, shows 151 letters which would have been kept back but for my doing so, and on that occasion the following mail steamer did not deliver her mails in New York till four days after our steamer.

I enclose a further voucher of 10th February 1858 for 1*l.* 10 *s.* for postage on letters similarly situated by our steamer, "City of Washington," showing, at 6 *d.* each letter, a number of 60 letters, and the following mail steamer, on this occasion did not deliver her letters until five days after the "City of Washington" (at New York).

We paid these amounts to test the complaints made to us, coming both from London and Sheffield, and I believe I am correct in stating that the above number of letters were the Liverpool letters only, and would not include letters detained for want of payment at other post-offices.

The fact of such a number of letters being unpaid shows how the post-office regulations are unknown, and at the same time shows how much inconvenience must have been caused on the other sailings of our steamers where we did not go to the same expense to secure the letters going by our own steamers.

If the Postmaster-General or you will grant me an interview I should gladly avail myself of the opportunity of further explaining this, as also on the subject of the letter of 14th April (No. 318—I).

I have, &c.
(signed) *William Inman.*

To the Secretary, General Post-office, London.

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir, General Post-Office, 27 April 1858.

I HAVE laid before the Postmaster-General your letter of the 20th instant, and I am directed to inform you, in reply, that the regulation of compulsory pre-payment is applicable to all letters forwarded between this country and the United States, excepting those which are conveyed by the British and United States Contract Packets, and that no arrangements exist between this department and the United States Post-Office, by which the payment of postage upon ship letters in either direction, could be left optional with the sender.

I am to add, referring to my letter of the 14th instant, that his Lordship does not at present see any advantage that could result from the interview which you propose.

I am, &c.

W. Inman, Esq., Liverpool. (signed) *F. Hill.*

Mr. *Inman* to the Secretary to the Post-Office.

Liverpool, New York, and Philadelphia
Steam Ship Company,

Sir, Liverpool 27 April 1858.

REFERRING to my last letter, of 20th instant, and your letter of 19th instant, (No. 9399) in which you asked me to point out cases of letters being kept back from our steamers, &c., I beg to enclose a letter received this morning from Messrs. Pussi and Lubin, of London, (with whom I have never had any communication whatever before this) enclosing me letters to put into our own ship's bag, as they say " the Post-Office authorities in all probability would detain it for the royal mail steamer, which we almost invariably find the case."

While noticing this, I would wish to draw your attention to the second sailing of our steamers since they took the Collins' mail days; the British mail leaving Liverpool on the 27th March, delivered the mails, *viâ* Boston, at New York, on 12th April.

Our steamer " City of Washington" leaving 31st March, delivered them at New York, 13th April, and answers were received to her letters on the 24th instant, the mail following her not having arrived out at the time when those answers left.

This, of course, does not bear on the case of our steamer " City of Baltimore" leaving to-morrow with the United States Mails, as letters will not require pre-payment and I merely mention it in reference to our case already before you.

And remain, &c.

To the Secretary, (signed) *William Inman.*
General Post-Office, London.

(Enclosure.)

Sir, London 26 April 1858.

WE will trouble you to put the enclosed in the letter bag of the City of Baltimore. If we post it here, the Post-Office authorities, in all probability, would detain it for the royal mail steamer, which we almost invariably find the case.

Yours &c.

W. Inman, Esq., Liverpool. (signed) *Pussi & Lubin.*

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir, General Post Office, 29 April 1858.

I BEG to acknowledge the receipt of your further letter of the 27th instant, on the subject of letters intended to be forwarded to America by the vessels of the Liverpool, New York, and Philadelphia Steam Ship Company.

I am, &c.

W. Inman. Esq., (signed) *F. Hill.*
Liverpool, New York, and Philadelphia
Steam Ship Company, Liverpool.

Mr. *Inman* to Mr. *Hamilton.*

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 15 October 1858.

Sir,

THE attention of this company has been called to an interview stated to have taken place between a deputation of the "Atlantic Royal Mail Steam Navigation Company" and yourself, at which the Court Circular in the "Times" states that "The deputation was very favourably received. Mr. Hamilton stated that the Government viewed with considerable interest the new line of steamers between Galway and the British North American Colonies established by Mr. Lever, and the importance they attached to being able to communicate between London and Washington in six days."

I have to state that no proof has ever been shown that such communication has ever been made by the Lever line of steamers, the whole of whose passages have averaged upwards of 14 days outwards and about 13 days homewards, between Galway and the United States, while the existing lines, both of mail steamers and unsubsidised ones, has been from Liverpool and Southampton, sailing at the same time, 12 days outwards and 11 days homewards.

I have, on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, to protest firmly, yet respectfully, against any mail grant to the company in question; inasmuch as the company which I represent have been established eight years, were the first in the kingdom to carry the emigrant by steam, and have more than once offered to carry Her Majesty's mails free, and for ocean postage, which has been refused; and this company, in default of getting a mail (even free) from the British Government, are now occasionally carrying the United States mails.

This company have further to draw your attention to the great injustice the Government is inflicting on private companies in allowing the company in question so to mislead the public by calling their vessels "Royal Mail Steamers" (to corroborate which I enclose their advertisement), while the Post Office Packet List calls them private ships.

If any mail grant is to be given between Galway and any other port, I beg to submit it ought to be put up to public competition.

I remain, &c.

To G. A. Hamilton, Esq.,
Secretary to the Treasury, London.

(signed) *William Inman,*
Agent.

Mr. *Inman* to the Lords Commissioners of the Treasury.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 25 October 1858.

My Lords,

PUBLICITY has been given in the newspapers to a correspondence which has taken place between Mr. Lever and Mr. George A. Hamilton, Secretary to the Treasury, in which the latter gentleman states that an extension has been made to the existing mail contract with Mr. Cunard, and states at the same time that tenders are in contemplation for other services.

I have now the honour to address your Lordships on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company.

This company is possessed of a fleet of large ocean-going steam-ships, measuring, by Custom House measure, 11,131 tons, which cost them upwards of three hundred thousand pounds (300,000 *l.*), and is held by them free of debts.

This company established themselves in the year 1850, and they can refer to Parliamentary papers to show that it was partly owing to their experience that so many screw steamers were found to transport troops during the Russian war.

Though this company have been established now upwards of eight years, and were the first company in the kingdom to carry out ocean screw-steaming with success, and also the first company in the kingdom to carry the poor passenger over the ocean by steam, they have never yet received a single penny from the Government for postal services, though postal contracts have been made use of by others to endeavour to drive them off the ocean.

 Though

Though this company have never received such assistance which would have enabled them to have brought screw-steaming to a much greater state of perfection than has yet been done, they have nevertheless obtained an average time across the Atlantic under the Royal Mail Contract time, and they can produce proof to show that they maintain a very fair average with any steam line in existence.

This company have more than once offered to carry Her Majesty's mails free, and also for the ocean postage, and a proposition has now been for months before the Postmaster General (unanswered) to this effect.

This offer was for the service between Liverpool and New York on the days vacated by the United States mail steamers (Collins' Line), and failing any answer from the Postmaster General, this company is at present carrying the United States mails for the ocean postage; but though this service of British steamers for the United States Government is unparalleled in the history of this country, no security can be felt that this will continue, for the last Act of Congress provided that whenever an American steamer was sailing within three days of a British one, the American should always have the mails, with a larger allowance.

This company make this statement, and trust that your Lordships will take their case into consideration, and will see that in any extension of postal service this company have a prior claim to any other steam company, and they trust they will be allowed to tender accordingly.

The Government is not entirely without record of this company's vessels, the steamer "Kangaroo" having been in the transport service, and the "City of Manchester" having lately performed transport service to the Cape of Good Hope with great speed and despatch.

The mails delivered this morning from New York bring one, among several instances, of the relative merits of this company's vessels.

The paddle steamer "Indian Empire," which sailed from Galway on the 28th September, was entering New York on the 14th instant:

Passage from Galway, 2,731 knots - - - - 16 days.

This company's screw steamer "City of Baltimore," which left Liverpool 29th September, arrived in New York on the 12th instant:

Passage from Liverpool, 3,013 knots - - - - 13 days.

The United States paddle mail steamer "North Star," which left Cowes 29th September, was entering New York 14th instant:

Passage from Cowes, 3,020 knots - - - - 15 days.

The Cunard Royal Mail steamer "Canada," which left Liverpool 25th September, arrived at Boston 8th October:

Passage from Liverpool, 2,850 knots - - - - 13 days.

I have, &c.

To the Right Honourable (signed) *William Inman*, Agent.
The Lords of Her Majesty's Treasury,
London.

Sir *Charles Trevelyan* K.C.B. to Mr. *Inman*.

Sir, Treasury Chambers, 9 November 1858.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to inform you, in reply to the letter addressed by you to this Board on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, that when a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions.

I am, &c.

W. Inman, Esq., (signed) *C. E. Trevelyan.*
1 & 13, Tower Buildings, Liverpool.

Mr. *Horsfall*, M. P., to the Lords Commissioners of the Treasury.

6, Clifford-street, Bond-street, London,
24 February 1859.

My Lords,

WILL you allow me to ask your consideration of the enclosed note, which I have received to-day, and which seems to require an early communication.

I have, &c.
(signed) *Thomas B. Horsfall.*

The Lords Commissioners
of Her Majesty's Treasury.

Enclosure.

Liverpool, New York, and Philadelphia Steam Ship Company,
Liverpool, 23 February 1859.

Dear Sir,

WE have viewed with very great alarm to-day the report (in the "Times" and "Morning Herald" of this date) of the reply of the Earl of Derby, about a postal contract with the Galway line of steamers to North America, the "Times" adding in another part that that subsidy may amount to 3,000 *l.* per voyage, a sum quite overpowering to those companies who possess no mail contracts; and as this company last year had the largest passenger (and I believe I may add goods) traffic of any existing Transatlantic company, we look on it as an act of gross injustice that a new company, who have followed in the steps we led nearly nine years ago, should be allowed so quietly to step in, by the assistance of a subsidy, to take our traffic from us. We are more surprised because on a late application which you were good enough to attend to for us, the Lords of the Treasury replied to us on 9th November 1858: "When a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions." On this reply we were satisfied; but it would be perfectly feasible for our boats, if a mail grant were given, to call at Cork for mails, which port is very little further than Galway, or to compete for the Galway mails if so large an amount is to be given for them.

I now write, therefore, to state thus much to you, and to ask, should you see that our claim is well founded, what course would be the best to adopt to obtain a fair hearing; *i.e.*, whether we could proceed by petition to the House of Commons, or by petition or memorial to the Treasury; and whether, if you recommend any such course, you would kindly take charge of the case in the House. I enclose you slips from the "New York Herald," showing our passengers in 1857 and 1858 to have been 22,500 or 11,250 a-year, showing I think very plainly, that it is a matter of no small importance to the town of Liverpool, where these passengers spend their money in transit.

I remain, &c.
(signed) *William Inman.*

Thomas B. Horsfall, Esq., M. P.

NUMBER OF PASSENGERS.

The following Table shows the number of Passengers which have crossed the Atlantic during the past year in the different lines of steamers, both eastward and westward:

	EASTWARD.	WESTWARD.	TOTAL.
Collins' Line	702	814	1,516
Cunard Line	2,844	2,690	5,534
Cunard Line (Boston Branch)	1,727	2,214	3,941
Bremen Line	438	570	1,008
Bremen Line (Ericsson)	123	271	394
Havre Line (Fulton and Arago)	1,465	1,787	3,252
Glasgow Line	2,046	3,137	5,183
Another Glasgow Line	32	102	134
Hamburg Line	1,450	3,692	5,142
Liverpool Screw Line	4,515	7,409	11,924
Antwerp Line	573	2,408	2,981
Vanderbilt's Havre and Bremen Lines	2,194	2,669	4,863
Bremen Line (steamer Hansa)	93	505	598
Bremen, London and New York Lines	1,569	4,207	5,776
Liverpool and Portland (estimated)	400	2,100	2,500
TOTAL 1857	20,171	34,575	54,746
TOTAL 1856	12,756	17,403	30,159
INCREASE 1857	7,415	17,172	24,587

PASSENGERS BY THE STEAMERS.

The number of Passengers who have crossed the Atlantic within the past year, both eastward and westward, is as follows:

	EASTWARD.	WESTWARD.	TOTAL.
Collins' Line	105	52	157
Cunard Line (New York)	2,779	2,570	5,349
Cunard Line (Boston Branch)	1,767	2,009	3,776
Liverpool and New York Screw Line	5,128	5,448	10,576
Southampton and Havre (Vanderbilt's)	1,493	1,332	2,825
Havre Line (Fulton and Arago)	1,826	1,878	3,704
Vanderbilt's Line	2,146	1,843	3,989
Glasgow Line	2,012	1,772	3,784
Hamburg Line	3,472	5,782	9,254
Bremen Line	702	963	1,665
*Galway Line	1,361	2,040	3,401
Portland and Liverpool Line	392	759	1,151
Transient Steamers	201	187	388
TOTAL 1858	23,384	26,635	50,019
TOTAL 1857	20,171	34,575	54,746
INCREASE 1858	3,213	7,940	4,727

* From the 18th of June until the end of the year.

Mr. *Hamilton* to Mr. *Horsfall*, M. P.

Sir, Treasury Chambers, 2 April 1859.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury the communication from the Liverpool, New York, and Philadelphia Steam Ship Company, forwarded by you to this Board on the 24th February, complaining of the subsidy granted to the Galway line of packets, and I am desired by my Lords to acquaint you in reply, that my Lords admit the expediency, as a general rule, of inviting tenders by public competition, where new postal services are about to be established, under circumstances to which the principle of competition is properly applicable, but the case referred to in your letter is quite exceptional.

Two regular weekly services between England and America had been long established, and were conducted with punctuality. A large portion of the letters, probably more than one-third, were from and to Ireland, and since the vast emigration during the last ten years from that country to the continent of America, the importance of a direct postal communication from Ireland has become apparent, and the claim of the people of Ireland for an acceleration of the service seems reasonable.

Moreover, the successful establishment of such a line would be of great advantage to the whole of the United Kingdom, by expediting considerably the communication with the continent of North America.

My Lords are not aware that any efforts were made to meet these requirements until the establishment of the service between Galway and Newfoundland, during the last year.

The Port of Galway was chosen by the parties establishing that service, and the Colony of Newfoundland readily contributed a considerable subsidy, in addition to a small one offered by Her Majesty's Government for this purpose.

It was suggested by Her Majesty's Government to the Governor of Newfoundland, whether it might not be advisable to invite tenders for that service by public advertisement, but the Colonial Government preferred accepting the offer which the parties above-mentioned made to them, and a service was established accordingly, between Ireland, Newfoundland, and the United States.

These parties having thus established the line between Ireland and America, proposed to Her Majesty's Government an extension of the same service, by a fortnightly line of steamers between Galway and the United States, communicating in six days through St. John's, Newfoundland, or Halifax, by telegraph.

This proposition was supported not only by strong representations from nearly every commercial or municipal body in Ireland, but by memorials from numerous towns and commercial bodies in this country.

My Lords, after much deliberation, have deemed it expedient, upon certain conditions, to give their sanction to the proposal of the Atlantic Steam Company.

They cannot regard it simply as a postal question. It comprises considerations of a more extended character, and the circumstances were such as to preclude, without injustice to the parties who had already acquired the Galway route, and with whom the proposition for extending it originated, the adoption of the system of inviting tenders by public advertisement in this case.

I am, &c.

T. B. Horsfall, Esq., M.P.,
6, Clifford-street,
Bond-street.

(signed) *Geo. A. Hamilton.*

— No. 4. —

CORRESPONDENCE relative to the PROPOSED CONTRACTS with the ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY, for the Conveyance of Mails to the *United States* and *British North America* viâ *Galway*.

The Directors of the Atlantic Royal Mail Steam Navigation Company to the Lords Commissioners of Her Majesty's Treasury, tendering for the Conveyance of Mails to the United States and British North America, *viâ* Galway.

40, Cannon-street, London,
My Lords, 18 January 1859.

WE, the Directors of the Atlantic Royal Mail Steam Navigation Company, have now the honour to make the following tender to convey mails between this country and America :— .

We beg respectfully to inform your Lordships that we have completed the contracts for the building of five steamships, which will be possessed of all the advantages and improvements that modern science can confer. Such vessels are to be 2,359 builder's tonnage ; and are guaranteed, by contract, to run 20 miles an hour in smooth water.

The route that we propose to follow is well known to your Lordships to be the most direct between this country and North America, and offers the advantages of travelling a part of the journey by railroad, which necessarily lessens the time of transit, and effects a saving of about 420 miles in the sea voyage.

The harbour of Galway can be entered at all hours, so that no delay will arise from the state of the tide.

The time thus saved will, we consider, be four clear days in the out and home trip, and the public will also secure the advantage of an additional period of eight days for sending correspondence by the return mail.

We, therefore, propose to contract to carry the mails from Galway to Portland, Boston, or New York, *viâ* St. John's, Newfoundland, or otherwise, for the sum of 3,000 *l.* per voyage, such voyage being the passage out and home.

These voyages to be, at the outset, fortnightly or weekly, as the Government may require. The contract to be for seven years. The Company will undertake to provide every accommodation for those who are to take charge of and sort the mails.

We propose to contract with the Government for the conveyance of troops to and between any of the ports at which our vessels touch, at 50 per cent. less than the existing rates recently adopted by the Government.

We will also undertake to convey telegraphic messages from the United Kingdom to British North America and the United States in six days, casualties excepted. It is quite needless to expatiate on the great advantages thus obtained by both the Government and the public.

We beg to submit that there would be in the harbour of Galway one or two large and powerful steamers always at the command of Government within an hour's reach of Athlone, one of the chief military stations in Ireland.

The Directors call the attention of your Lordships to the fact that the contract which has just been concluded by the Government with the North-Western Railway Company, for a postal service between London and Kingstown in eleven hours, twice a day each way, will, when the contract comes into operation, accelerate the transmission of the mails through the Galway route, and will thus enable the Company to place the mails on board their vessels in the harbour of Galway (being nearly 400 miles nearer America than Liverpool), in 15 hours after leaving London.

As some evidence of the desire of the public for the establishment of this line, we have the honour to refer to the memorials from the principal towns and commercial bodies in the United Kingdom in favour of the same.

The Board have given their anxious consideration to the subject of the subsidy they should ask for this service, being desirous of performing such service on terms which might be considered acceptable to the Government ; but it is proper to add that these terms would not be remunerative if the Company did not possess other advantages.

With

With regard to the transmission of Her Majesty's mails between Galway and Vancouver's Island, the Directors have to state that they are now anxiously occupied in negotiations upon the subject; and they will very shortly be prepared to make a tender to the Government after the completion of this contract for the conveyance of the Columbian mails on such reasonable terms as the Directors feel assured the Government will approve, and by a route which will direct the tide of emigration through the British North American possessions.

It must be borne in mind that the service proposed is one of a character superior to any other worked under existing contracts; and the Board have every assurance that the public would approve of an immediate and liberal consideration by the Government of their tender.

We have, &c.
(signed) *Harvey Lewis*,
Chairman.

The Right Honourable and Honourable the
Lords Commissioners of
Her Majesty's Treasury, Whitehall.

GALWAY LINE.

THE establishment of a first class packet station for Europe and America on the west coast of Ireland, is imperatively demanded in the interests of the Government and of the people, as the means of securing the shortest sea-passage between the two hemispheres, and effecting a great saving in the cost of transport.

The social and commercial intercourse between this country and America presents every year a wonderful increase, and the intense interest lately manifested by all classes of the community in the endeavour to bind together the two continents by the electric cable, affords a fresh proof of the urgent desire which exists for greater rapidity in the postal service.

The port of Galway possesses unrivalled natural advantages as the western packet station for the rapid transmission of mails and passengers from Great Britain to the United States and British North America, being 360 miles nearer to America than Liverpool. It is accessible for vessels of the largest class at all times of the tide.

Galway has direct railway and steam communication with London *viâ* Holyhead and Dublin, the passage of the channel occupying only four hours. This Company has exclusive privileges for the conveyance of passengers and freight over the railway from Dublin to Galway, at exceptionally low rates for a long period.

Galway has a telegraphic communication with all parts of Europe; it has three iron foundries where steam machinery can be repaired; its warehouses are capable of being made the American grain depôt of the United Kingdom; and its hotel accommodation is excellent.

By adopting the Galway route the Governments of England and America, and the commercial and manufacturing communities of the two countries, will effect a saving of from 24 to 48 hours in each passage. The dangers of the channel navigation will be avoided, in which more than 1,000 lives and over 500 ships are lost annually. The saving in insurance premiums on ships and cargoes, in the wear and tear of machinery, and in the diminished consumption of coal, tallow, engine-stores, and provisions, will enable this Company to make such a reduction of fares and freights as will prove a great public benefit, and command an increasing and profitable traffic.

The importance of this route is highly appreciated by the Governments on both sides of the Atlantic; and the peculiar advantages which it presents will undoubtedly secure the transmission of the mails, not only to the United States and British North America, but through the Hudson's Bay Territory to Vancouver's Island, and the Gold Regions on the Pacific.

These vessels have made the passage from shore to shore in less than six days, thus enabling a message to pass from London to Washington in six days.

A practical demonstration having thus been given of the superior advantages and economy of this route, and the public having called for a much larger development of the undertaking, the Atlantic Royal Mail Steam Navigation Company,

Limited, has been formed upon a basis which entitles it to the support of the public as a national and commercial enterprise of the first rank.

Important arrangements have also been made for the convenience of travellers with the Grand Trunk Railway of Canada, and with nearly all the Railway Companies in Europe and the United States, comprising altogether 2,167 railway and steam packet stations, for booking passengers through the whole extent of the lines.

The rapidity with which communications have been made by the steamships of this Company between Europe and America, has led the Directors to take into consideration the propriety of making such arrangements with the Electric Telegraph Companies of the two Continents as will secure to the commercial communities the advantage of at least five days' later information than by any other existing route.

A connexion has also been formed between this line and the American Express Company at New York, by which the greatest facilities will be secured for booking passengers, and sending specie, gold dust, and valuable packages between Europe and all parts of America and Canada, as well as California and British Columbia.

Treasury Minute, dated 23 January 1859.

Refer to Postmaster General, and request his Lordship's opinion as early as possible.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 12 February 1859.

In accordance with your Lordships' request, I have carefully considered the enclosed tender of the Atlantic Royal Mail Steam Navigation Company for the conveyance of mails to the United States and British North America, and have to report as follows:

For the reasons given in the Duke of Argyll's letter of the 14th November 1857* (in which I generally concur), and for those stated in my own letter of the 4th of June last,* I am of opinion that it is not expedient to enter into any contract for the service in question, which would bind the Government, for a number of years, to a heavy annual payment; and that the objections to this course are now greatly increased by the circumstance, that, owing to the renewal of Mr. Cunard's contract, the Government is already pledged to a payment for this service, much exceeding the whole amount of sea postage.

* These letters relate to the extension of the "Cunard" Contract, and will be found in the Appendix.

I am fully alive to the importance of improving, to the greatest possible extent, the postal communication between this country and North America; and, therefore, if, by the adoption of shorter routes, or swifter ships, or more frequent packets, the course of post can be materially lessened, I shall raise no objection, but, on the contrary, shall give the arrangement my cordial support, even though by the withdrawal of part of the mail from Mr. Cunard's packets, the cost of his service be virtually increased. But I think the only way in which this object can be safely and effectually attained, will be by so arranging that the amount of remuneration to the contractors shall depend wholly on their success; and I see no other means of securing this than by providing that the payment shall vary according to the number of letters which the contractors may carry, or, in other words, according to the amount of sea postage.

If your Lordships should agree in this general view, and the consent of the United States Post Office can be obtained to making Galway or Dublin an office of exchange, I would suggest that inquiry be made of the Atlantic Royal Mail Navigation Company, whether, with the expectation of receiving as their remuneration, the sea postage of the letters which they may convey, they would be prepared to take part of a contract for the conveyance (under sufficient penalties to prevent irregularities) of a third weekly mail to the United States and British North America, on the understanding that the contract time for the voyage shall be such as to afford the public a clear and undoubted benefit as compared with the present arrangements.

Should

Should such a plan be entertained, half of the contract might, I think, with propriety, be offered to the Liverpool, New York and Philadelphia Steam Ship Company, who for several years have had a line of steam-ships running once a fortnight with, I believe, creditable speed and regularity, to the United States, and who more than once have expressed their willingness to enter into a regular engagement for the conveyance of letters for the sea postage.

Objections to the levying of penalties for irregularities may be raised, on the ground that Mr. Cunard is not subject to such penalties; at least for excess of time on the voyage, since for delay in starting he is liable to a penalty.

But on this point I would remark, that Mr. Cunard has a long established character for efficiency and punctuality (the time actually taken by his packets being generally less than the contract time) which no new company can possibly possess, and which even the Liverpool, New York and Philadelphia Steamship Company does not enjoy in the same degree as Mr. Cunard.

Moreover, I cannot but regard the omission of a complete penalty clause in Mr. Cunard's contract as a defect; seeing that by a change of circumstances, the performance of his service may, before the expiration of his contract, greatly deteriorate.

The Directors of the Atlantic Royal Mail Steam Navigation Company state that they have contracted for the building of certain vessels, which are "to run 20 miles an hour in smooth water;" but I need scarcely remark that such a statement affords no guarantee whatever for the conveyance within a certain number of days of mails across the Atlantic.

It should be observed, also, that the offer of this Company to carry messages, to be forwarded, I presume, by the Electric Telegraph from Newfoundland, would cease to be of any value if a submarine wire should safely be laid down the whole way.

With respect, moreover, to any arrangement of the Company for touching at Newfoundland, I have great doubts whether, as regards the mails for the United States and Canada (forming the great bulk of the whole) the arrangement, in a nautical point of view, is judicious; owing to the risk and delay caused by the heavy fogs which prevail off Newfoundland.

Again, as relates to any immediate gain of time of which either the Atlantic Royal Mail Steam Navigation Company or the Liverpool, New York and Philadelphia Steamship Company may, under existing arrangements, offer a fair prospect, such gain would be always liable to be surpassed by improvements made by other companies. Indeed if the expectations which many persons entertain of the rapid sailing of the Great Eastern be realised, and this ship should ply between England and North America, or other ships equal to her should be built and placed on the same station, scarcely a letter would eventually be carried either by the Atlantic Royal Mail Steam Navigation Company, the Liverpool, New York and Philadelphia Steamship Company, or even by Mr. Cunard.

Under these circumstances, it seems to me very desirable that, in the important mail service between this country and North America, a service for which, owing to the vast mercantile traffic between the two countries, private competition, irrespective of Government support, affords unusual facilities, Government should not fetter itself by further engagements, unless of the self regulating and elastic kind I have described; but should, as far as possible, be free to avail itself of every improvement which may take place in the means of swift and punctual transit.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Colchester.*

Treasury Minute, dated 22 February 1859.

Write to the Atlantic Royal Mail Steam Navigation Company, that my Lords will be prepared to enter into a contract with them for the conveyance of the mails once in every fortnight, to and from Galway and New York and Galway and Boston, alternately, at a rate not exceeding 3,000*l.* for each voyage out and home: subject, first, to the pecuniary means of the Company being established to the satisfaction of their Lordships; and, secondly, to such arrangements as to time,

and as to the build and description of the vessels to be employed; and also to such conditions and penalties for ensuring the punctual and efficient performance of the service as are usually inserted in similar contracts, or may be thought necessary by Her Majesty's Government.

Write to the Postmaster General, that, after mature consideration, my Lords have decided to accept the offer of this Company, subject to the conditions before stated.

Request that in the meantime the Postmaster General will report to my Lords his opinion with respect to the terms which it will be advisable to require, with a view to the harmonious working of the new contract with the service now performed by other parties, and also to the general interests of the public service.

Secretary to the Atlantic Royal Mail Steam Navigation Company to Mr. *Hamilton*.

Atlantic Royal Mail Steam Navigation Company, Limited.
40, Cannon-street, E.C.

Sir, London, 24 February 1859.

I AM instructed by the Directors to acknowledge the receipt of your communication of the 22d instant, No. 2,558, in reference to the tender by this Company for a postal service between Galway and American ports; and I have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Directors accept the contract on the terms proposed in your communication, and they will be prepared to satisfy their Lordships on all the requirements contained therein.

I have, &c.
(signed) *A. Boate*, Secretary.

G. A Hamilton, Esq.,
Treasury, Whitehall.

The Postmaster-General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 7 March 1859.

I HAVE the honour to acknowledge the receipt of your Lordships' letter of the 23d ultimo, stating, with reference to former correspondence on the subject, that, after mature consideration, you have decided to accept the offer of the Atlantic Royal Mail Steam Navigation Company for the conveyance of mails once in every fortnight between Galway and New York, and between Galway and Boston, alternately, at a rate not exceeding 3,000*l.* for each voyage out and home; subject,—

First, to the pecuniary means of the Company being established to the satisfaction of your Lordships; and,

Secondly, to such arrangements as to time, and as to the build and description of the vessels to be employed, and also to such conditions and penalties for insuring the punctual and efficient performance of the service, as are usually inserted in similar contracts, or as may be thought necessary by Her Majesty's Government.

Your Lordships, in communicating the above decision, have been pleased to ask my opinion as to the terms which it will be advisable to require, both with a view to the harmonious working of the new contract with the service now performed by other lines, and also to the general interests of the public service, and I beg leave, therefore, to report as follows:—

It will be necessary, as a preliminary measure, to obtain the consent of the United States Post Office to an exchange of mails between the post offices of Dublin and Galway on the side of the United Kingdom, and New York and Boston on the side of the United States. To this end I addressed a letter to the Postmaster General of the United States early in January last, proposing such an exchange of mails, and I now await his reply. Should any objection be made by the

the United States Post Office to this arrangement, there will be no other means of overcoming the difficulty but that of giving notice to the Government of the United States to terminate the existing postal convention. This convention cannot be annulled by either of the two Governments except after a year's notice given to the other Government, and, consequently, the time of commencement of the new service should be fixed sufficiently distant to allow of this country giving notice (if necessary) to terminate the present postal convention; on the understanding, however, that, by mutual consent, the time may be anticipated, if meanwhile the required consent of the United States Post Office should be obtained.

The next question which occurs to me, is whether the packets of the Atlantic Royal Mail Company are to continue to call at St. John's, Newfoundland, or whether the Newfoundland service is to be an independent service, and to be paid for separately, supposing the existing contract to be renewed.

As to the time to be allowed for the voyage, the Company undertake to save four clear days on the out and home trip; and I recommend, therefore, that the Galway packets be allowed forty-eight hours less than the average time occupied by Mr. Cunard's packets, counting in each case from and to London.

This average, calculated from the sailing returns of the last year, is as follows:—

Outward Voyage.

	Days.	Hours.
London to Boston:		
Six summer months - - -	13	4
Six winter months - - - -	14	20
London to New York:		
Six summer months - - -	12	10
Six winter months - - - -	14	8

Homeward Voyage.

	Days.	Hours.
Boston to London:		
Six summer months - - -	11	12
Six winter months - - - -	12	10
New York to London:		
Six summer months - - -	11	7
Six winter months - - -	11	18

The length of each voyage has been computed according to Greenwich time, the difference of time between Liverpool and America not being deducted.

The penalties should, I think, be not less than 100 *l.* for each complete period of twelve hours for excess of time occupied in the voyage, up to the fourth day inclusive; and for a greater delay than four days the whole amount of the subsidy for the trip, viz. 1,500 *l.*, should be forfeited, as in the case of such delay, the mails forwarded by the subsequent packet will, in all probability, be delivered first, rendering the additional packet communication valueless.

The penalties for failing to have a vessel ready for sea at the appointed time should be 500 *l.* for the first twelve hours, and 500 *l.* for every successive period of twelve hours, as in Mr. Cunard's contract.

On the other hand, I recommend that a premium of 50 *l.* be given to the contractors for every twelve hours in which the service may be performed within the stipulated time.

As to the sailing arrangements, as there is already a regular weekly service by British packets under the contract with Mr. Cunard, and a weekly service, also by packets under engagement with the United States Post Office, the additional service will give two British packets and one United States packet in one week; and in order to counterbalance this, as well as to afford three regular services in each week, I propose to invite the United States Post Office to set up an additional fortnightly service, so as to make two United States' packets, and one British packet, in the alternate week. If the United States Post Office cannot arrange for an additional packet once a fortnight, this department will, no doubt, be able to supply a second packet in each alternate week on reasonable terms. Indeed, as I have already informed your Lordships, an offer has recently been made by the Liverpool, New York, and Philadelphia Steamship Company, to enter into an engagement for the conveyance of mails for the sea postage.

I think it should further be stipulated that this office shall not be required to provide special trains for the conveyance of the mails between London and Galway. It is understood that the Atlantic Royal Mail Company at present provide a special train for the conveyance of the mails and passengers from Dublin to Galway, and of course they will be at liberty to continue this arrangement should they think proper; but it should be distinctly understood that no such service will be paid for by Her Majesty's Government.

I have, &c.
(signed) *Colchester.*

The Lords Commissioners,
&c. &c. &c.
The Treasury, S.W.

Treasury Minute, dated 15 March 1859.

Sir Stafford Northcote and Mr. Hamilton state to the Board, that since the date of their Lordships' Minute on the subject of the tender of the Atlantic Royal Mail Steam Navigation Company for the conveyance of the mails between Galway and North America, they have been in communication with the promoters of that Company, and have agreed upon the following terms as the basis of the contract to be entered into between Her Majesty's Government and the Company, subject to the approval of their Lordships.

1. As regards the time of the service.—The service will be divided into a winter and a summer service.

The winter service to include the months of November, December, January, February, and March. The remaining seven months to constitute the summer service.

For the winter service, the maximum time to be allowed will be as follows, viz.: From Galway to Boston, days, hours; from Boston to Galway, days, hours. From Galway to New York, days, hours; from New York to Galway, days, hours.

For the summer service.—From Galway to Boston, days, hours; from Boston to Galway, days, hours. From Galway to New York, days, hours; from New York to Galway, days, hours.

The blanks to be filled up by taking as a basis the average time occupied in the transmission by the Cunard steamers of mails from London to America, deducting therefrom the number of hours spent in transmitting the mails from London to Liverpool and placing them on board the steamers, and deducting an additional 24 hours.

The Company at all times to deliver telegraphic messages either at St. John's, Newfoundland, or at Halifax, N.S., within six days.

2. As regards penalties.—In addition to the usual penalties with regard to the other conditions of the contract, a penalty of 5 *l.* to be abated from the amount of the subsidy in respect of each voyage for every hour's delay beyond the times specified for the first 24 hours, and a penalty of 10 *l.* for every succeeding hour after the first 24 hours; such penalty, however, in no case to exceed the full amount of such subsidy, and to be remitted in the case of accidents beyond control.

3. Speed and build of ships.—The entire plan of the vessels, with the proper specifications as to engines, &c., to be submitted for the approval of the Admiralty, before the building shall be commenced, and the Admiralty to take what steps they think fit to satisfy themselves of the fitness of the vessels, in every respect, for the service which they are to undertake before the commencement of the same.

4. The days and hours of departure to be fixed with the sanction of the Postmaster General, and to be altered from time to time, on due notice being given by the Postmaster General or the Lords of the Treasury.

5. The vessels to call at St. John's, Newfoundland, both on the outward and homeward voyage, whenever possible; but when, from circumstances which shall appear to the Admiralty agent to justify it, the vessels shall be prevented making St. John's, then they shall call at the port of Halifax, N. S.

6. The service to commence in the month of June 1860, or earlier, if the Company be prepared.

7. The service to be a fortnightly one, alternately, with Boston and New York.

8. The payment to be 1,500 *l.* for each voyage.

9. The duration of the contract to be seven years.

Write to the Admiralty that my Lords have determined to enter into a contract with the Atlantic Royal Steam Navigation Company for the performance of a fortnightly mail service between Galway and Boston, and Galway and New York alternately, on the terms before stated; and they request the Lords Commissioners of the Admiralty will take the necessary steps for the preparation of a contract accordingly. State that it is my Lords' intention that all the other conditions should be introduced into the present contract which are usually inserted in similar contracts prepared by the Admiralty for postal services, as well as the other propositions contained in the tender of 18 January (of which send a copy) 1480, and that my Lords have desired the projectors of the Company to place themselves in communication with the Admiralty.

Inform the Directors of the Royal Atlantic Steam Navigation Company of the directions which my Lords have given; also acquaint the Postmaster General.

Observe, that as the service will not commence till June 1860, there will be ample time for any arrangements which may be necessary as regards the exchange of mails with the United States.

State that my Lords approve of his Lordship's proposal with reference to an additional fortnightly service, so as to make the whole services harmonise together; but reserve the mode of arranging it for future consideration.

Messrs. *Vallance & Vallance* to Mr. *Hamilton*.

20, Essex-street, Strand, London,
Sir, 22 March 1859.

We are desired by the Directors of the Atlantic Royal Mail Steam Navigation Company to acknowledge your letter of the 15th, enclosing a copy of a letter addressed by you to the Secretary of the Admiralty, containing the terms of the contract for the postal service between Galway and New York.

There are one or two conditions connected with the contract to which we have to call your attention.

Clause 1 regulates the service between Galway and Boston and Galway and New York, and as the calculation is based upon the average voyage of Cunard's line, it is quite impossible that this Company can undertake the condition contained in Clause No. 5, that the Company's vessels shall call at St. John's, Newfoundland, both on the outward and homeward voyages.

The object of calling at St. John's is, doubtless, the importance attached to the delivery of telegraphic messages. Still, having regard to the penalties provided by Clause No. 2, you will readily see that it would be inconsistent that the Company should be subject to penalties of so onerous a character for the non-performance of voyages which are calculated upon a direct route between Galway and Boston, or Galway and New York, and yet be compelled to deviate so far from the course as to call at St. John's.

The Directors are fully impressed with the importance of the communication with St. John's, and they do not desire to shrink from their determination to perform the voyage between Galway and St. John's within six days.

We suggest, therefore, that when the vessels are required to go to St. John's, one day's time should be added to the time mentioned for the voyages direct to New York and Boston.

My Lords will observe that these suggestions will not in any manner relieve the Company from the obligation of fulfilling all that has been represented, and they will insure to the public the commercial facilities which have been considered of so much importance.

It will probably be in your recollection that when the discussion arose as to the time of the several voyages, no calculation was made as to the time which would be occupied in going into St. John's, as we were all assuming a direct voyage from Galway to New York or to Boston.

We have, &c.

Geo. A. Hamilton, Esq., M. P.,
Treasury.

(signed) *Vallance & Vallance.*

TREASURY MINUTE, dated 26 March 1859.

WRITE to Messrs. Vallance that a communication with New York, *viâ* St. John's, Newfoundland, or otherwise by telegraph, in six days, was a part of the original proposition made by the Atlantic Royal Mail Steam Company, and formed one of the grounds upon which Her Majesty's Government considered themselves warranted in granting the subsidy for the service.

My Lords, therefore, cannot in any way dispense with that condition.

My Lords having already made allowance for the delay which, under ordinary circumstances, may be occasioned by the deviation from the direct course to New York, in order to admit of the vessels calling at St. John's or Halifax, cannot sanction any further modification of the time within which the service is to be performed.

But inasmuch as there may be difficulties and additional delays in the large steamers actually calling, in the sense of going into port, at St. John's or Halifax, my Lords will not object to any arrangement of which the Lords Commissioners of the Admiralty may approve, by which the communication with either of those places within six days, and the landing of passengers can be secured, without obliging the postal steamers of the Company to incur the delay and difficulty of going into the ports of St. John's or Halifax.

Write to Secretary of Admiralty.

THE ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY (LIMITED).

Resolutions and Memorials of Chambers of Commerce, and others, in favour of the Galway Steam-ship Line.

BELFAST.

Resolutions of the Chamber of Commerce of *Belfast.*

At a Special Meeting of the Belfast Chamber of Commerce, held on Thursday, 9th December 1858, to consider what support the Chamber should give to the establishment of a Packet Station between Ireland and America, Thos. M'Clure, Esq., J. P., President of the Chamber, in the Chair, the following resolutions were passed unanimously:

Moved by Jonathan Richardson, Esq., M. P., seconded by James Barnett, Esq., J.P., and resolved—

I. "That, in the opinion of this meeting the Trans-atlantic Steam Packet Station at Galway should receive the support of the people of this country."

Moved by James Hamilton, Esq., seconded by Robert Workman, Esq., and resolved—

II. "That, having regard to the numerous advantages presented by the Galway Station, and to secure to this country the benefit of her western position, we conceive it to be the duty of the Government, upon Imperial as well as Irish grounds, to make available for the public postal service the line of steamships now established between Galway and America, and also that the claim of that Company to participate in the postal subsidies should be substantially recognised by the Government."

Moved by Joseph J. Murphy, Esq., seconded by Wm. John Young, Esq., and resolved—

III. "That we recommend to the consideration of the various municipal and commercial bodies throughout Ireland the opinions and views of this meeting, in the hope that they will assist to realise objects so important to the mercantile prosperity of Ireland, and the interests of the whole of Europe."

DUBLIN.

Resolutions of the Chamber of Commerce and Citizens of *Dublin.*

A meeting of the nobility, bankers, merchants, and citizens of Dublin, convened by the Right Hon. the Lord Mayor, in pursuance of a requisition presented to him, was held at the Mansion-house yesterday.

The Right Hon. the Lord Mayor in the chair.

At the request of the Lord Mayor, Sir James Power, and John Jameson, and Jonathan Pim, Esquires, acted as secretaries to the meeting.

The following resolutions were unanimously adopted:

Proposed by Francis Codd, Esq., T. C., representing the Chamber of Commerce of Dublin, seconded by John Vance, Esq., M. P.:

That the commercial, social, and political interests of the United Kingdom demand the most extended facilities for frequent, punctual, and rapid postal and passenger communication between this kingdom and America.

Proposed by Lord Talbot de Malahide; seconded by Benjamin Lee Guinness, Esq., D. L.:

 That

That the geographical position of Ireland obviously suggests that a port on her western boundary shall be selected as the point of departure most convenient, not only for the mails and passengers of Great Britain and Ireland, but also for those of the greater portion of the European continent.

Proposed by Edward Grogan, Esq., M. P.; seconded by John Ennis, Esq. M. P.:

That the recent establishment of a line of steamers between Galway and America, and their successful voyages, demonstrate the capacity of that line to give effect to the public requirements, and entitle it to the most favourable consideration of the Government, with a view to the adoption of such immediate measures as will secure to the public the advantages of the short and rapid route which it presents for postal communication with America.

Proposed by the Hon. George Hancock, J. P.; seconded by the Lord Mayor elect:

That a committee be appointed to wait on his Excellency the Lord Lieutenant, to request his Excellency's valuable assistance in favour of the objects of this meeting, and to beg that his Excellency will be good enough to transmit a copy of the above resolutions to the Prime Minister.

Proposed by William Cogan, Esq., M. P.; seconded by William Long, Esq., J. P.:

That the Right Hon. the Lord Mayor be requested as chairman of this meeting, to transmit copies of these resolutions to the peers connected with Ireland, and to the Irish representatives, and to request their co-operation in giving them effect.

Proposed by Francis William Brady, Esq.; seconded by James Haughton, Esq.:

That a committee be appointed to promote the objects of the meeting, and to communicate with the municipal, commercial, and other public bodies as to the best means of giving them effect.

Proposed by Henry Grattan, Esq., J. P.; seconded by Peter Aungier, Esq., J. P.:

That the warmest thanks of this meeting be given to John Orrell Lever, Esq., for his noble and spirited conduct in establishing the Galway line of steam communication with America.

(signed) *John Campbell*, Lord Mayor.
James Power, Bart. }
John Jameson, } Secretaries.
Jonathan Pim, }

Lord Talbot de Malahide having been called to the chair, it was moved by John Hatchell, Esq., M. P.; seconded by Joseph Hone, jun., Esq.:

That the thanks of the meeting are due, and be hereby given to the Right Hon. the Lord Mayor for his dignified conduct in the chair, and for having convened this meeting.

(signed) *Talbot de Malahide*, Chairman.
James Power, Bart. }
John Jameson, } Secretaries.
Jonathan Pim, }

EDINBURGH.

Resolutions of the Chamber of Commerce of *Edinburgh*.

Preliminary Meeting.

"That it is of the utmost importance to the commercial, manufacturing, and social interests of the United Kingdom that the postal communications thereof, to and from the British North American Colonies and the United States of America, should be transmitted by the most direct route, in order to ensure the most rapid postal intercourse.

"That the harbour of Galway being about 360 miles nearer to the coast of North America than the harbour of Liverpool, and the Atlantic Royal Mail Steam Navigation Company having established a line of steamships from the port of Galway to the British North American possessions and United States of America, deserves

deserves and ought to be employed by Government for the conveyance of the mails on the usual terms.

"That memorials to the Lords of the Treasury and to the Postmaster General be presented by this Chamber in favour of the said line."

MEETING ON REPORT OF COMMITTEE.

"(1.) That in the opinion of the Chamber it is of importance that the postal communication with British America and the United States should be carried on by the shortest and speediest route; (2.) That first-class steamers, not inferior to the Cunard line of packets, sailing between Galway and North America, would effect that object; and (3.) That the Chamber resolve to memorialise the Lords of the Treasury and the Postmaster General to employ such steamers at fair and reasonable terms.

Unto the Right Honourable Lord *Colchester*, Postmaster General.

The Memorial of the Chamber of Commerce and manufacturers of the City of Edinburgh, incorporated by Royal Charter

Showeth,

THAT in the opinion of this Chamber it is of great importance that the postal communication with British America and the United States should be carried on by the shortest and quickest route.

That if first class steamers, not inferior to the Cunard liners, be placed and maintained between Galway and North America, these would, in the opinion of the Chamber, effect this object, and should be employed in the conveyance of the mails, or a portion of these on fair and reasonable terms.

May it therefore please the Right Honourable the Postmaster General to give such effect to the aforesaid representations as in his wisdom may appear conducive to the prosperity of the trade and commerce of the country.

Signed in name and by appointment of the Chamber, and seal affixed this thirty-first day of January eighteen hundred and fifty-nine.

(signed) *Hugh Rose*,
(L. S.) Deputy Chairman.

A similar memorial was addressed to the Lords Commissioners of Her Majesty's Treasury.

WORCESTER.

RESOLUTIONS of the Chamber of Commerce of *Worcester*.

AT a meeting of the Board of Directors of the Worcester Chamber of Commerce, held at the Guildhall, Worcester, this morning (E. Evans, Esq., Banker, President, in the Chair), the following resolution was proposed by W. H. Kerr, Esq. (Royal Porcelain Works), seconded by J. W. Isaac, Esq. (Banker), and unanimously passed:—"That the Lords of the Treasury be memorialised to take into immediate consideration the propriety of including the Lever line, *viâ* Galway, in the future arrangements for postal service between the United States and British America, on that Company undertaking to effect an average saving of two days in carrying the mails to and fro, between Great Britain and America.

4 January 1859.

Mr. *Osman Ricardo*, M.P. to the Lords Commissioners of the Treasury.

My Lords, 71 Eaton-place, S. W., 12 February 1859.

I HAVE been requested by the President, &c. &c. of the Worcester Chamber of Commerce to forward the enclosed memorial to you, begging you to give it a favourable consideration.

I am, &c.

The Lords Commissioners of Her Majesty's Treasury. (signed) *Osman Ricardo.*

Enclosure No. 1.

To the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the President, Vice President, and Directors of the *Worcester* Chamber of Commerce.

Humbly showeth,

THAT the attention of your memorialists has been called to a company which has been recently formed for the establishment of a more speedy communication between this Kingdom and the United States, *viâ* Galway, Newfoundland, and New York, known as the "Lever Line."

That the following are the principal arguments which recommend the Lever line to favourable notice. A speed of 40 miles an hour can be easily attained by land, while the average speed by sea is only about 15 miles. In communication with America, it is obvious that the choice of the most westerly port of the United Kingdom for embarkation, and the most easterly of America for debarkation by shortening the sea passage, will considerably shorten the time of the whole transit. The distance between Liverpool and New York is 3,100 miles. The distance between Galway and St. John's, Newfoundland, the route of the Lever line is 1,661 miles. The Lever Company are building new and powerful vessels, calculated to attain, in favourable weather, a speed of 20 miles an hour, and they purpose to effect an average saving of and least two days in the passage on and after June next, and eventually when the railway communication is complete, to bring London and New York within seven days. That to the increased facilities of communication may in a great measure be attributed the increase of our annual exports during the last ten years from about 10,000,000 *l.* to about 19,000,000 *l.* per annum.

That Galway may be reached from Paris in 27 hours, and that when this speedy communication with the United States becomes known, it may reasonably be expected that a large amount of continental traffic will be attracted through this kingdom instead of starting from Havre and other French ports, and that such communication with foreign traders and others must have a favourable influence on the trade and commerce of the United Kingdom. And by the beneficial effect the new line will have on the commercial and social conditions of the Irish, it may assist materially in the restoration and maintenance of order and prosperity in that island.

That for the above reasons your memorialists humbly submit that the new enterprise is deserving of the encouragement and support of Her Majesty's Government, and especially in respect to the postal communication with America.

Your memorialists therefore humbly pray your Lordships to take into immediate consideration the propriety of including the "Lever Line," *viâ* Galway, in the future arrangement for postal service between the United Kingdom and the United States and British America, on that company undertaking to effect an average saving of two days in carrying the mails to and fro between Great Britain and America.

Signed by order of the Board of Directors.

Edward Evans,
President.

MEMORIAL of the Inhabitants of the City of *Dublin* and its County.

To the Lords Commissioners of Her Majesty's Treasury.

THE memorial of the undersigned, showeth,—That the commercial, social, and political interests of the United Kingdom demand the most extended facilities for frequent, punctual and rapid communication between this country and America. That the geographical position of Ireland, obviously suggests that a port on her western boundary should be selected as the point of departure most convenient, not only for the mails and passengers of Great Britain and Ireland, but also for those of the greater portion of the European continent. That the recent establishment of a line of steamers between Galway and America, and their successful voyages, demonstrate the capacity of that line to give effect to the public requirements, and entitle it to the most favourable consideration of the Government, with a view to the adoption of such immediate measures as will secure to the public the advantages of the short and rapid route which it presents for postal communication with America. Your memorialists, therefore, most humbly pray that your lordships will be pleased to take this important subject into your early consideration, with a view to make such arrangements as will give the people of the United Kingdom the advantages to be derived from having their correspondence transmitted by the short route now established between the west coast of Ireland and America.

And your memorialists will ever pray.

MEMORIAL from the CATHOLIC HIERARCHY of *Ireland.*

To the Lords Commissioners of Her Majesty's Treasury.

THE memorial of the undersigned archbishop, parish priests, and curates, showeth:—That memorialists have observed, with profound satisfaction, the establishment of a line of steam packets between the port of Galway and the eastern ports of America, which offers a safe, a decent, and rapid passage across the Atlantic to the poor and humble of our flocks, who, forced to abandon all hope of bettering their condition at home, by the want of adequate security for the fruits of their toil, seek a field for their labour and industry in America, and emigrate thither expecting to obtain, by their exertions, a happy and secure home for themselves, their wives, and children. Your memorialists, in referring to the enormous emigration of the Irish people that has taken place within the last ten years, need not now dwell on the scenes of cruelty at home by which it has been stimulated, deemed it more suitable in this memorial to remind your lordships of the sufferings and privations which these enterprising emigrants encounter during the terrible ordeal of a passage (often of from forty to sixty days) across the Atlantic in an overcrowded and ill-ventilated ship. The records of the New York Emigration Society show that in many seasons the mortality on board some of these emigrant ships has almost equalled that of the mid-passage of a slaver—that on arrival at the American port a nearly equal number to that which died had to be taken to hospital, and that of those who left the hospital with life many have been permanently disabled, and, from being hardy labourers, became burdens on the charity of the public for the remnant of their miserable days. But, worse still, your memorialists show that the overcrowding of these emigrant ships, the indecent mingling of the young and old of both sexes, and the two free communication between the sailors and the poorer emigrants, so often permitted in sailing ships during the long period occupied in the passage, necessarily exert a most disastrous influence on the morals of young females. Hundreds of young women who left their native villages in Ireland pure and spotless, and ignorant of even the existence of vice, have fallen under this terrible system, and landed on the shores of America only to become outcasts of society and a disgrace to their name and nation. It has been ascertained from the lips of these poor victims themselves, and from other sources, that it is not until the third or fourth week of the

voyage that the evil influences to which your memorialists advert begin to produce their pernicious fruits. Memorialists further show that in many cases, the male relatives of a family, acting as pioneer emigrants, after a few years' successful toil in America, send for their female relatives—sisters and daughters—who, under the present system of emigration, have to travel to Liverpool, where, unprotected, unfriended, and ignorant of the snares that surround them, they are often robbed of their very clothes, and worse, entrapped into crime, while waiting to embark in the emigrant ship. Some of these poor victims, when awakened to a sense of their shame, forfeit their passages, abandon themselves to their fate, and are never heard of more till, in the last dark hour, when the shadow of death shuts out shame, their sad story becomes revealed. Memorialists show that the short passage, the high discipline, and the good arrangements which prevail on board the Galway steam packets have excited the highest hopes that an end may be put to the miseries endured by, and the demoralisation too often effected among the poorer of the Irish emigrants; and memorialists therefore, feel that it is their duty as the appointed guardians of the morals of their people, first to advocate their cause at home, by invoking legislative protection from the manifold cruelties heaped on them of late, and then to use all the influence in their power to support and sustain an enterprise certain to be followed by such beneficent results. Memorialists show that the geographical position of the port of Galway eminently fits it for the Trans-atlantic postal service of this kingdom; that more than one-third of the letters that pass between America and the British Empire are letters to and from Ireland; that such Irish correspondence can be transmitted by the Galway line in three-fourths of the time occupied at present in the transit, and that even British letters can be transmitted in one-sixth less time than at present. Your memorialists, therefore, pray that, in consideration of the great advantages which the Irish emigrant population, whether forced or voluntary, will derive from the permanent establishment of the Galway steam line, and of the social and commercial benefits which must necessarily follow from the increase of postal facilities which the establishment of this line offers, your Lordships will give to the Galway steam packet line a portion of the Trans-atlantic postal business of the country, and thus give to the public, of the empire generally, and of this kingdom in particular, the advantages of having their letters to and from America, conveyed by the shortest, most certain, and most rapid route. And, &c., &c.

John, Archbishop of Tuam, &c., &c.

(Followed by ninety-seven Signatures.)

GALWAY LINE.

The Atlantic Royal Mail Steam Navigation Company (Limited).

Copies of Memorials presented to the Right Honourable the Lords Commissioners of Her Majesty's Treasury, from the several Corporations, Towns, Commissioners, Merchants, Bankers, &c., &c., hereafter mentioned.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned Merchants, Bankers, and others,

Showeth,

That it is of paramount importance to the commercial community of this country that additional and more rapid means be afforded for postal, telegraphic, and other communication between this country and the continent of America.

That the undersigned view, with much satisfaction, the establishment of the Atlantic Royal Mail Steam Navigation Company, by which increased postal and other facilities are afforded to the commercial community with the British American Colonies and the United States, and the encouragement hitherto given by Her Majesty's Government to that Company.

Your

Your Memorialists submit, that the port of Galway, from the natural and other advantages which it possesses, offers unrivalled opportunities for extending such means of communication.

Your Memorialists therefore most humbly pray that Her Majesty's Government will be pleased to extend to the above-named Company such aid as will secure to the public the advantages contemplated by the Company.

And your Memorialists will ever pray.

December 1858.

LONDON.

FROM the Merchants, Bankers, and others, of *London.*

(signed)	*N. M. Rothschild & Sons*	London.
	George Peabody & Co.	„
	Masterman, Peters & Co.	„
	Heywood & Co.	„
	W. B. Hyde	Secretary to the National Bank.
	John Chapman & Co.	Shipowners and Merchants, 2, Leadenhall-street, London.
	Samuel Beale	M.P. London, Member for Derby, and Chairman Midland Railway Company.
	H. J. Hall	London.
	Wm. Cory & Son	„
	P. Y. French	Lieut.-Col., 8, Duke-street, London, S.W.
	C. H. Kennedy	10, Liverpool-place.
	Henry Haymen	Clarendon-place, Kensington.
	John Foley	10, Liverpool-street, London, E.C.
	W. Marsh	63, Cheapside, E.C.
	Thos. W. Collingwood	41, Tredegar-square.
	Chas. Comyn	23, New Millman-street.
	W. Gordon Smith	Catford Bridge, Lewisham, Kent.
	Alexander H. Sibley	9, Took's-court, Castle-st. Holborn, E.C.
	Thos. App	10, Liverpool-street, City, E.C.
	H. Adamson	1, Cromwell Cottages, Clapham.
	Robt. F. Fairlie	22, Thornhill-square, Islington.
	Samuel Morley	Wood-street, Cheapside.
	Leone Levi	Agent for the Chambers of Commerce.
	John James Hawkins	15, Frederick-street, Barnsbury-park.
	John Davis	Priory-place, Priory-road, S.
	Wm. Gill	42, Thornhill-square, Islington.
	G. Collier	32, Noel-street, Islington.
	Wm. Liversidge	3, City-road Gardens.
	Robt. Haviside	69, Cornhill.
	Tristram Kennedy	Henrietta-street, Dublin.
	Edward C. Whitehurst	Solicitor, 6, Guildhall Chambers.
	James Blyth	6, Guildhall Chambers.
	Wm. Campbell Russell	„ „
	Gerald FitzGerald	77, Cambridge-terrace.
	Osborne & Son	Corn Factors, 5, New London-street.
	King, Melvil, & Co.	Corn Factors, 28, Fenchurch-street.
	Horne & Watney	Corn Factors, 17, Mark-lane.
	Coventry, Sheppard & Co.	Corn Factors, Whitehart-ct. Lombard-st.
	T. H. King & Son	30, Mark-lane.
	W. Muggeridge	St. Andrew's-hill.
	Clark, Ansted & Co.	39, Mincing-lane.

FROM the Underwriters of Lloyds.

(sign	*Charles Holmwood*	Underwriter, Lloyds.
	William Harding	Underwriter, „
	F. Jenkins	Underwriter, „
	A. N. Young	Underwriter, „
	William Elliott	Underwriter, „

LLOYDS—*continued.*

(signed)	*Leonard C. Wakefield*	Underwriter, Lloyds.
	Marmaduke H. Brooking	Underwriter, „
	Richard Buck & Co.	Merchants, „
	Richard Harris	Merchant, „
	Thomas Bright	Underwriter, „
	John Butterworth	Underwriter, „
	D. Duarte	Underwriter, „
	Haskett Smith	Underwriter, „
	J. L. McFarquhar	Underwriter, „
	Charles Ellis	Underwriter, „
	John William Janson	Underwriter, „
	Arthur E. Secretan	Underwriter, „
	Henry Manley	Underwriter, „
	S. J. Da Costa	Underwriter, „
	Arthur Finch	Underwriter, „
	Nicholas Bradford	Underwriter, „
	Charles Sleap	Underwriter, „
	George Pearce	Underwriter, „
	John P. Eliot	Underwriter, „
	Edward Bagehot	Underwriter, „
	Walter Bagehot	Underwriter, „
	W. H. Thompson	Underwriter, „
	Frederick Cossack	Underwriter, „
	Michael Wills	Underwriter, „
	John S. Burrows	Underwriter, „
	George H. Flood	Underwriter, „
	R. Leigh Holland	Underwriter, „
	John P. Tate	Lloyds, Ship Broker.
	Samuel Bickley	Lloyds, Insurance Agent.
	Robert S. Burges	Lloyds, Underwriter.
	A. Schlemmer	Lloyds, „
	M. Schunck	Lloyds, „
	J. Souchay	Lloyds, „
	J. Logan Stansfell	Lloyds, Insurance Agent.
	P. W. Nicholls	Jersey Merchant.
	James L. Wylie	Lloyds, Underwriter.
	Henry J. P. Dumas	Lloyds, „
	C. Leathley	Lloyds, „
	Charles A. Hardman	Lloyds, Insurance Broker.
	Thomas D. Hopper	Lloyds, Underwriter.
	William Addison	Lloyds, „
	W. Addison, Jun.	Lloyds, „
	John Slade	Lloyds, „
	F. W. Bernard	Lloyds, „
	Francis A. Sadler	Lloyds, „
	L. B. Burnand	Lloyds, „
	T. Row	Lloyds, „
	Charles Gilpin	Lloyds, „
	John Knowles	Lloyds, „
	Joseph Cooper	Lloyds, „
	Thomas Box	Lloyds, „
	Newton Scott	Lloyds, „
	Alfred Aubert	Lloyds, „
	John Bell	Lloyds, „
	William Thompson	Lloyds, „
	R. Stuart Lane	Lloyds, „
	H. A. Hankey	Lloyds, „
	J. A. Hankey	Lloyds, „
	Robert Oliverson	Lloyds, „
	G. D. Tyser	Lloyds, „
	James Gray	Lloyds, „
	William Elmslie, Jun.	Lloyds, „
	William T. Tatlock	Lloyds, „
	Alfred D. Hooper	Lloyds, „
	J. Reynolds	Lloyds, „
	Thomas B. Cousens	Lloyds, „
	M. Rodocunachi	Lloyds, „
	P. Hava	Lloyds, „
	John Fleming	Lloyds, „
	Joseph Spence	Lloyds, „
	Robert Fleming	Lloyds, „
	Burges & Stock	Lloyds, „

MANCHESTER.

FROM the Merchants, Bankers, and others, of *Manchester*.

(signed) *Kershaw, Leese & Co.* - - - Merchants.
Daniel Lee & Co. - - - - Manchester.
Callandar, Son, & Doryshin - - Merchants.
Potters & Norris - - - - Merchants.
Samuel Fletcher, Son, & Co. - - Merchants.
J. P. & E. Westhead & Co. - - Merchants.
Christopher Wood - - - Merchant.
S. & J. Watts & Co. - - - Merchants.
Roberts, Taylor, & Newton - - Merchants.
James Brown, Son, & Co. - - Merchants.
Symonds, Cunliffe & Co. - - Merchants.
Thomas Wardley & Brothers - - Merchants.
Banun & Wilson - - - - Merchants.
Greenhalgh & Rumney - - - Merchants.
Absalom Watkins & Son - - Merchants.
G. & R. Holt - - - - Merchants.
J. Woodhouse & Co. - - - Merchants.
Finnis, Norris, & Turner - - Merchants.
Littlewood, Wilson, & Co. - - Merchants.
McHiren, Stenhouse & Co. - - Merchants.
Copestath & Co.—Per pro. *S. Brookfield* - - - - Merchants.
J. & N. Phillips & Co. - - - Merchants.
W. G. Cooper - - - - Merchant.
William Cliff - - - - Merchant.
James Taylor - - - - Merchant.
Sampson Sampson - - - - Merchant.
John Leigh & Brother - - - Merchants.
L. Sampson - - - - - Merchant.
William Harding & Son - - Merchants.
William Neill - - - - Merchant.
Richard Haworth & Co. - - Merchants.
John Kinnear & Co. - - - Merchants.
Charles Webb - - - - Merchant.
Jones & Parry - - - - Merchants.
Reuben Levy - - - - Merchant.
James Jeffries & Watson - - Merchants.
Thomas Brown & Sons - - - Manufacturers.
William Heap - - - - Merchant.
James Collinge - - - - Maker-up and Packer.
Bryce, Smith, & Co. - - - Merchant.
Sussner & Yates - - - - Merchant.
Per pro. *J. & N. Philips & Co.*—*H. Philips* - - - - Merchant.
Lance & Chadwick - - - Makers-up and Packers.
Isaac Thorp & Sons - - - Merchants.
Jonathan Gill & Brothers - - Merchants.
Atkinson, Gould, & Co. - - Merchants.
Grundy, Midwood, & Co. - - Merchants.
Porteus & Paul - - - - Merchants.
Thomas Carr & Co. - - - Merchants.
Dalton Brothers - - - - Calico Printers.
Per pro. *James Patterson*—*David Canyhny* - - - - - Manufacturers.
William Massey - - - - Merchant.
Ralph Hales - - - - Merchant.
H. Broughton - - - - Merchant.
P. Bleackley - - - - Merchant.
J. H. Foshooke - - - - Merchant.
R. Marshall - - - - Merchant.
Gouldesbrough & Son - - - Merchant.
Barbour & Sons - - - - Merchant.
Berry & Lomas - - - - Merchants.
John Welch - - - - Merchant.
E. Butterworth & Sons - - - Merchants.
Bayley & Craven - - - - Merchants
Thomas Wright - - - - Merchant.
S. W. Graves - - - - Merchant.
James Farrar & Brothers - - Merchants.
Charles Hicksmole - - - Merchant.

MANCHESTER—*continued.*

(signed)	*James Murray*	Merchant.
	Matthew Kean	Merchant.
	John Percival	Merchant.
	James Clegg & Co.	Merchants.
	John Wood	Merchant.
	T. Shepherd	Merchant.
	Thomas Cramisson	Merchant.
	Charles W. Wilding	Merchant.
	Samuel Shirley & Co.	Merchants.
	William Richardson & Sons	Merchants.
	Richard Anderton	Merchant.
	George Macbeth & Co.	Merchants.
	S. Lang	Merchant.
	John Fletcher & Co.	Corn Merchants.
	Abraham Wolfenden	Corn Merchant.
	Robert Baxendale	Corn Merchant.
	John Thompson	Corn Merchant.
	Owen & Marriott	Corn Merchants.
	John G. Travis	Corn Merchant.
	William Lees	Iron Merchant.
	R. & J. B. Thomas	Corn Merchants.
	Stephenson & Gladen	Corn Merchants.
	J. W. Owen	Corn Merchant.
	Lewis Morgan	Corn Factor.
	J. Aspinall Turner	Manchester.
	Thomas Bazley	M.P., Manchester.
	Loyd Entwisle & Co.	Manchester.
	Cunliffe, Brooks, & Co.	Manchester.
	Benjamin Heywood & Co.	Manchester.

BIRMINGHAM.

FROM the Merchants, Bankers, and others, of *Birmingham.*

(signed)	*John Ratcliff*	Mayor of Birmingham.
	Thomas Short, Jun.	East India Merchant.
	G. V. Blunt	American Merchant, Birmingham.
	John B. Meson, M. D.	Justice of the Peace.
	E. T. Moore & Co.	General Merchants.
	Charles Haschurtz	General Merchant.
	D. S. Hasluck	American Merchant.
	J. B. Perry & Co.	South American Merchants.
	John Benson & Co.	General Merchants.
	Lindner & Co.	Merchants.
	P. H. Muntz	Merchant.
	Theophilus Richards & Co.	Merchants.
	William Elliott & Sons	Merchants.
	Elkington, Mason & Co.	Manufacturers.
	Francis Watkins	American Manufacturer.
	B. Parariso	Merchant, Birmingham.
	M. Myers & Son	Manufacturers.
	William and Andrew Smith	Manufacturers.
	B. L. Joseph	Merchant.
	Russell & Veitch	Merchants.
	John Lord & Son	General Merchants.
	Attwoods, Spooner, & Co.	Bankers.
	George Edmonds	Clerk of the Peace for the Borough of Birmingham.
	Thomas Pemberton & Sons	Manufacturers.
	H. Marston	Great Charles-street.
	Tyndall, Son, & Johnson	Solicitors.
	H. Wm. Tyndall	Extraordinary Commissioner of Chancery, Ireland.
	William Sands Cox	Justice of the Peace and Deputy Lieutenant.
	W. John Beale	Solicitor.
	Inglehy, Wragge, & Evans	Solicitors.
	Frederic Ewen	Guildford House.
	Charles W. Elkington	High Bailiff, County Court.
	Charlton, Brothers, & Jackson	Merchants.
	John Johnstone Twentyman	Southwick.
	J. T. Ledsom	Deputy Lieut. and J. P.
	Thomas Broorde	Glass Manufacturer.

BIRMINGHAM—*continued.*

(signed)	*James T. Chance*	Deputy Lieut. and J. P., Staffordshire.
	Charles Shaw	Merchant and J. P.
	William Lucy	Corn Merchant and J. P.
	Thomas Phillips	J. P.
	Thomas Astbury	Smethwick Foundry.
	Edward Page	Iron Master, Smethwick.
	H. & J. McClelland	Merchants.
	John B. Payer	Hop Merchant.
	Fry & Son	Merchants.
	Charles Clarke	Iron Founder, Smethwick.
	J. T. Horton	Edgbaston.
	Isaac Lea	Gentleman.
	Edward Bembridge	Merchant.
	Moillist & Sons	Bankers.
	Kettle & Daniell	Accountants.
	J. Percivall	Accountant.
	F. & C. Osler	Glass Manufacturers.
	Cartwright, Hirons & Woodward	Electro Plate Manufacturers.
	Smith, Kemp & Wright	Manufacturers and Merchants.
	George Carter & Co.	Merchants.
	Per pro. *C. Lambert—G. H. H.*	Copper Merchants, Great Charles-street.
	Thomas Adams	Timber Merchant.
	H. H. Holden	Manufacturer.
	R. H. Taylor	Manufacturer.
	Leonard Bower	Manufacturer.
	R. H. Phillips	Atlas Foundry.
	Per pro. *Tupper & Co.—Robert King,*	Galvanized Iron Works, Berkley-street.
	Per pro. *J. E. Hodgkins—F. E. B.*	Suffolk Works, Berkley-street.
	Robert Wright.	Town Councillor.
	G. R. Collis	Merchant and Russian Consul, &c.
	T. S. P. Hodgson	Ex-Mayor of Birmingham.
	William Souther	Town Councillor.
	John Skirrow Wright	Member of the Council, Chamber of Commerce.
	James Taylor	Town Councillor.
	George & T. R. Graham	Merchants.
	Stock, Brothers, & Taylor	Merchants.
	Nutter, Brothers, & Clark	Tea Merchants.
	Wright, Wain, & Peyton	Midland Counties Herald.
	G. Z. Muntz	Birmingham.
	Wood & Allcock	Manufacturers, Smethwick.
	Crawley & Parsons	Metal Merchants.
	R. Sanders	Agent.
	William Farratt & Co.	Merchants.
	Stephen Barker	Merchant.
	David Fage	*Per pro.* Islington Gas Company Limited.
	Phipson & Warden	Manufacturers.
	Gray & Bailey	Manufacturers.
	Thomas Bolton & Sons	Metal Merchants.
	Per pro. *Weiss Brothers—N. Zimmermann.*	Merchants.
	Westley Richards & Sons	Gun Manufacturers.
	A Everitt & Sons	Merchants and Manufacturers.
	S. Guhey	Civil Engineer.
	James Thornton & Sons	Merchants.
	Henry Edmunds	Bank Manager.
	Birmingham, Cutnail & Co.	
	William Millwred & Sons	Gun Barrel Makers.
	Peyton & Peyton	Bordesley Works.
	William J. Scott	Share Broker.
	W. & A. F. Morgan	Solicitors, Waterloo-street.
	Mapplebeck & Lowe	Merchants.
	Joseph Warden & Son	Iron Merchants.
	Joseph Warden	Merchant.
	G. Wells Ingram	Manufacturer.
	C. S. & J. Daniell	Manufacturers.
	G. Bradburn	Manufacturer.
	Edwin Alldridge	Manufacturer.
	Charles & James Shaw	Merchants.
	J. B. Perry & Co.	Merchants.
	Thompson & Co.	Merchants.
	J. W. & John Cardie	Merchants.
	Henry Ewell	American Merchant.
	John Poncia & Son	Merchants, Birmingham.

BIRMINGHAM—*continued.*

(signed)	*Robert Fletcher*	Merchant, Birmingham.
	Tonolla Brothers	Merchants.
	James & Sons	Manufacturers.
	John C. Onions	Manufacturer.
	J. Marshall & Son	Iron Founders.
	Thomas Cox	Manufacturer.
	T. F. Griffiths & Co.	Manufacturers.
	Geo. T. Touks	Manufacturer.
	Atkins & Sons	Manufacturers.
	Saunton & Hutton	Manufacturers.
	H. J. Harcourt & Co.	Brass Founders.
	H. A. Holden	Manufacturer.
	Joseph Lane & Son	Manufacturers.
	Thomas Wharton & Son	Manufacturers.
	B. Parariser	Merchant.
	Geo. Smart	Merchant.
	Neil & Jouks	Manufacturers.
	William Hopkins & Son	Manufacturers.
	William Roberts	Merchant.
	Thomas Whitfield & Co.	Manufacturers.
	John Mitchell	Manufacturer.
	Thomas Pope & Co.	Manufacturers.
	Loach & Clarke	Brass Founders.
	Crawley & Parsons	Merchants.
	Geo. Carter & Co.	Merchants.
	Tims, Smith & Sons	Manufacturers.
	Thomas Lowe	Manufacturer.
	Samuel Whitfield & Son	Manufacturers.
	Wills Brothers	Manufacturers.
	W. Chavasse & Co.	Iron Merchants.
	James Boyce & Son	Brass Founders.
	Isaac Hinn	Manufacturer.
	John Whitehouse & Sons	Brass Founders.
	Reuben Wigley & Son	Manufacturers.
	John & William Hawkes	Merchants.
	George Gorton	Manufacturer.
	Edward Newton	Brass Founders.
	J. H. Hopkins & Son	Manufacturers.
	John Mardman & Co.	Manufacturers.
	Phipson & Warden	Manufacturers.
	Gray, Bailey & Bartlert	
	Per pro. *Tupper & Co.—Robert King*	Iron Merchants.
	J. T. Empson	Manufacturer.
	B. A. Perera	Merchant.
	Lindner & Co.	Merchants.
	William Rock & Co.	Merchants.
	Henry Ravine	
	Charles Rowley & Co.	Manufacturers.
	Ren & Webb	Manufacturers.
	J. Rabone & Son	Manufacturers.
	Joseph & Edward Ratcliff	Manufacturers.
	Betts & Sons	Gold and Silver Refiners.
	Russell & Vatch	Merchants.
	Charles Reeves	Manufacturer.
	John Ruben	Birmingham.
	Mc Callum & Hodson	Manufacturers.
	Edward Barker & Son	
	Langton, Scott, & Edelth	Wholesale Druggists.
	John W. Lloyd	Manufacturer.
	Martineau & Smith	Manufacturers.
	Geo. A. Everitt	Belgian Consul.
	J. E. Clift	Engineer.
	W. R. Illworth	Gentleman.

BOLTON.

FROM the Merchants, Bankers, and others, of *Bolton*.

(signed) *W. Gray*, M.P. for Bolton.

(And others.)

DUKINFIELD.

FROM the Merchants, Bankers, and others, of *Dukinfield.*

(signed) *Rev. W. H. White*, Curate of St. John's, Dukinfield.

(And others.)

HULL.

FROM the Merchants, Bankers, and others, of *Hull.*

(signed) *Martin Samuelson*, Mayor of Hull.

(And others.)

HYDE.

FROM the Merchants, Bankers, and others, of *Hyde.*

(signed) *John Sidebotham*, Cotton Manufacturer.

(And others.)

LEEDS.

FROM the Merchants, Bankers, and others, of *Leeds.*

(signed) *S. Fairbairn*, Engineer.

(And others.)

LIVERPOOL.

FROM the Merchants, Bankers, and others, of *Liverpool.*

(signed) *R. Crosbie*, Broker, Liverpool.

(And others.)

MONKWEARMOUTH.

FROM the Merchants, Bankers, and others, of *Monkwearmouth.*

(signed) *Mm. Givens*, Agent, Monkwearmouth Shore.

(And others.)

NEWCASTLE-UPON-TYNE.

FROM the Merchants, Bankers and others, of *Newcastle-upon-Tyne.*

(signed) *Joseph Laycock*, Mayor of Newcastle-on-Tyne.

(And others.)

NORTH SHIELDS.

FROM the Merchants, Bankers, and others, of *North Shields.*

(signed) *John L. Taylor*, Shipowner.

(And others.)

SHEFFIELD.

FROM the Merchants, Bankers, and others, of *Sheffield.*

(signed) *Charles Atkinson*, Mayor of Sheffield.

(And others.)

STALEYBRIDGE.

FROM the Merchants, Bankers, and others, of *Staleybridge.*

(signed) *John E. Leeson*, Incumbent of St. George's, Staleybridge.

(And others.)

STOCKPORT.

FROM the Merchants, Bankers and others, of *Stockport.*

(signed) *William Williamson*, Mayor of Stockport.

(And others.)

WOLVERHAMPTON.

FROM the Merchants, Bankers, and others, of *Wolverhampton.*

(signed) *William Lees & Sons*, Merchants.

(And others.)

ARMAGH.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Armagh.*

(signed) *John G. Winder*, J. P., Chairman of Town Commissioners.

(And others.)

ATHLONE.

FROM the Merchants, Bankers, Town Commissioners, and others, of *Athlone.*

(signed) *P. Rourke*, Chairman Town Commissioners, J. P.

(And others.)

BALLINA.

FROM the Corporation of *Ballina.*

(signed) *Edmund Hanley*, Banker, and Chairman Town Commissioners, Ballina.

(And others.)

BALLINASLOE.

FROM the Corporation of *Ballinasloe.*

(signed) *Francis O'Flaherty*, Chairman Town Commissioners, Ballinasloe.

(And others.)

BALLYMENA.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Ballymena.*

(signed) *Andrew T. Dickey*, Merchant, Chairman of Commissioners. Ballymena.

(And others.)

BALLYMONEY.

FROM the Merchants, Bankers, and others of *Ballymoney.*

(signed) *M. W. Mos. Lalham*, F. R. C. S. J. and C., Ballymoney.

(And others.)

BELFAST.

FROM the Merchants, Bankers, and others, of *Belfast.*

(signed) *Richard Davison*, M. P. for Belfast.

(And others.)

BOYLE.

FROM the Merchants, Bankers, and others, of *Boyle.*

(signed) *Robt. E. King*, J. P., D. L., Rockingham.

(And others.)

CARLOW.

FROM the Commissioners of the Borough of *Carlow.*

(signed) *Robert Ferrell,* Chairman, Gentleman.

(And others.)

CLONMEL.

FROM the Town Council of *Clonmel.*

(signed) *William Louis Hackett,* T. C., Mayor Elect of Clonmel.

(And others.)

COLERAINE.

FROM the Town Commissioners of *Coleraine.*

(signed) *John Boyd,* M. P., and J. P., Coleraine.

(And others.)

COOKSTOWN.

FROM the Merchants, Bankers, and others of *Cookstown.*

(signed) *Andrew Sloan & Co.,* Fire Brick and Tile Manufacturers, Coal Island.

(And others.)

COOTEHILL.

FROM the Merchants, Bankers, and others, of *Cootehill.*

(signed) *H. Clements,* Ashfield Lodge, Cootehill.

(And others.)

DROGHEDA.

FROM the Mayor, Aldermen, and Burgesses of *Drogheda.*

(signed) *Patrick Ternan,* Junior, Mayor.

DUBLIN.

FROM the Corporation of the City of *Dublin.*

(signed) *John Campbell,* Lord Mayor of Dublin.

(And others.)

FROM the Chamber of Commerce, *Dublin.*

(signed) *George Roe,* J. P., D. L., Nutley.

(And others.)

FROM the Merchants, Bankers, and others of the City of *Dublin.*

(signed) *William Dargan,* Mountanville.

(And others.)

DUNDALK.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Dundalk.*

(signed) *Augustus G. Jocelyn,* Mayor,
Harbour and Town Commissioner, J. P. Dundalk.

(And others.)

DUNGANNON.

FROM the Town Commissioners, and others, of *Dungannon*.

(signed) *Robert Black*, Dungannon, Town Commissioner.

(And others.)

DUNGIVEN.

FROM the Merchants, Bankers, and others, of *Dungiven*.

(signed) *John Colthurst*, J. P. Boveva Glebe, Dungiven.

(And others.)

ELPHIN.

FROM the Merchants, Bankers, and others, of *Elphin*.

(signed) *O. D. T. Grace*, M. P., D. L., J. P., Mantua.

(And others.)

ENNIS, COUNTY CLARE.

FROM the Town Commissioners of *Ennis, County Clare*.

(signed) *Marcus Talbot*, Chairman Ennis Town Commissioners.

(And others.)

ENNISKILLEN.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Enniskillen*.

(signed) *David Wilkin*, Chairman of Town Commissioners.

(And others.)

FRENCHPARK.

FROM the Merchants, Bankers, and others, of *Frenchpark*.

(signed) *D. Twyne*, Frenchpark.

(And others.)

GALWAY.

FROM the Corporation of *Galway*.

(signed) *Peter Daly*, P. P. V. G., T. C., H. C., Chairman.

(And others.)

GARVAGH (IRELAND).

FROM the Merchants, Bankers, and others, of *Garvagh* (*Ireland*).

(signed) *J. R. Garvagh*, Garvagh.

(And others.)

KILKENNY.

FROM the Town Commissioners of *Kilkenny*.

(signed) *Patrick Moran*, Mayor of Kilkenny.

(And others.)

KILREA.

FROM the Merchants, Bankers, and others, of *Kilrea*.

(signed) *John H. Miller*, Rector of Tamlaght O'Crilly.

(And others.)

LISBURN.

FROM the Town Commissioners of *Lisburn*.

(signed) *Geo. Stephenson*, Solicitor, Lisburn,
and Chairman Town Commissioners.
(And others.)

LONDONDERRY.

FROM the Corporation of *Londonderry*.

(signed) *Alexander Curry*, Mayor of Derry.
(And others.)

LONGFORD.

(signed) *Earl of Granard*, K. P., Castle Forbes, County Longford.
(And others.)

MAGHERA.

FROM the Merchants, Bankers, and others, of *Maghera*.

(signed) *G. Beresford Knox*, J. P. for County Londonderry, Maghera.
(And others.)

MAGHERAFELT.

FROM the Merchants, Bankers, and others, of *Magherafelt*.

(signed) *A. Spotiswood*, J. P., Land Agent, Millbrook.
(And others.)

NEW ROSS, WEXFORD.

FROM the Merchants, Bankers, and Town Commissioners of *New Ross, Wexford*.

(signed) *William Jeffares*, J. P., Chairman of Town Commissioners.
(And others.)

NEWRY.

FROM the Corporation and Town Commissioners of *Newry*.

(signed) *D. C. Brady*, J. P., Newry.
(And others.)

PORTADOWN.

FROM the Merchants, Bankers, and others, of *Portadown*.

(signed) *W. J. Paul*, Portadown.
(And others.)

PORTARLINGTON.

FROM the Corporation of *Portarlington*.

(signed) *Thomas Des Voeux*, J. P., Portarlington.
(And others.)

PORTGLENONE.

FROM the Merchants, Bankers, and others, of *Portglenone*.

(signed) *Julius Casement*, J. P., Portglenone.
(And others.)

SLIGO.

FROM the Corporation of *Sligo*.

(signed) *John McGowan*, Mayor of Sligo.

(And others.)

STRABANE, &c.

FROM the Merchants and others of *Strabane*, &c.

(signed) *Saml. Donnell*, Strabane.

(And others.)

TUAM.

FROM the Merchants, Bankers, and others, of *Tuam*.

(signed) *Denis Kirwan*, D. L., J. P., Castle Hacket, Tuam.

(And others.)

WATERFORD.

FROM the Mayor and Town Council of *Waterford*.

(signed) *John Everard Feehan*, Mayor of Waterford.

(And others.)

WESTPORT.

FROM the Town Commissioners of the *Port of Westport*.

(signed) *J. T. Browne* (Lord), M.P. for Mayo.

(And others.)

WEXFORD.

FROM the Corporation of *Wexford*.

(signed) *John E. Hadden*, Alderman, Mayor of Wexford.

(And others.)

APPENDIX.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 14 November 1857.

THE request of Mr. Cunard for an extension of five years beyond the term of his present contract is one which raises the whole question referred by your Lordships, in 1853, to the consideration of a Committee which was presided over by my predecessor, Lord Canning, and which reported most fully and ably upon the subject. In the principles laid down in that report I entirely concur, and they suggest, in my opinion, the gravest doubt whether the application of Mr. Cunard ought to be complied with.

One main principle laid down by the Committee is, that Parliamentary grants may be requisite in "establishing new lines of communication or introducing new methods of conveyance," "but that this having been once done, and sufficient time having been allowed for the experiment, the further continuance of the service, unless required for political reasons of adequate importance, should be made to depend upon the extent to which the parties interested avail themselves of it, and upon its tendency to become self-supporting."

The Committee proceed to instance this very contract as a case in point: "The heavy expense and serious risk of loss attending the introduction of ocean steamers might probably have prevented the experiment being tried." "Now, however, that success has been attained, it becomes important to consider whether the lines which have been opened cannot be made self-supporting; that is to say, whether they cannot be so carried on as to produce

produce a postal revenue sufficient to cover the expense involved in their maintenance." And, again, in a subsequent paragraph, the Committee observe, with reference to the same point: "We see no sufficient reason for continually renewing such contracts for periods equally long, after the object has been once attained. A Company which has received a liberal subsidy for 10 or 12 of the first years of its existence, ought to provide, by the establishment of a sinking fund, for the maintenance of its fleet of vessels, and may be fairly expected, after having been compensated for the original hazard, to continue the service by fresh contracts entered into either from year to year, or for a period not exceeding three years." The existing contract with Mr. Cunard does not expire until 1862.

It appears, then, that Mr. Cunard has still remaining of his present contract a term longer than the maximum period for which, in the opinion of the Committee, any new contract should be made.

I would also direct your Lordships' attention to another point of importance arising out of the application of the principles laid down by the Committee to this particular case. One ground on which large Government subsidies are defended in certain cases is, that the conditions of the service require a class of vessel which would not be required for ordinary traffic: "The vessels now under contract with the Government are, however, for the most part, required to maintain high rates of speed. The contractors are also subject to a variety of conditions designed partly to secure the efficiency of the postal service, and partly to render their vessels available for other national purposes wholly unconnected with that service. In return, they are in the receipt of subsidies largely in excess of the amount of revenue derived from the mails they carry." And again, "It must be borne in mind, that the expensive vessels built for the conveyance of the mails at a high rate of speed are not in demand for the purposes of ordinary traffic, and cannot, therefore, be withdrawn and applied to another service at short notice." But this is a condition which no longer applies to the American line of packets. So far from the requirements of the contract exceeding those which arise out of the ordinary traffic, the demands of that traffic are such as to justify and secure the establishment of vessels far more powerful than those contemplated by the Government. The superiority of his vessels to those stipulated for in the contract is referred to by Mr. Cunard himself, and is a fact which clearly indicates that the ordinary traffic now thoroughly established is such as to leave far behind the mere requirements of the contract, and, consequently, that no excess of subsidy can be defended on the ground referred to by the Committee.

I would submit, therefore, to your Lordships that, on the contrary, the present is a case such as that specifically mentioned in another paragraph of the same Report, viz., a case in which frequent and rapid communication already exists, and where, consequently, "it is not necessary for the Government to subsidise the contractors by contributing a considerable portion of their receipts, since it may fairly expect to get the service done for a payment which will cover the freight of the mail bags." In such cases, the Committee emphatically observe that, "Public competition for the conveyance of the mails can hardly be too frequently or too openly invited."

I need hardly remind your Lordships that the requirements of the traffic to America are now such as to lead to entirely new projects of navigation; and it seems more than probable, in the course of a very few years, under no other stimulus than that of ordinary commercial enterprise, the ocean will be traversed by vessels of extraordinary speed and power. Under such circumstances, it seems to me inexpedient that the Government should be bound for a long period to pay a large sum to vessels which may soon be outstripped by others.

Should a much greater speed be attained, the demand of the public for the employment of superior ships for postal purposes, even if not anticipated by Government, would probably become irresistible; indeed, as every person is at liberty to direct his letters to be sent by what ship he pleases, the postal revenue which may be considered applicable towards defraying the packet service, would, under such circumstances, be greatly diminished, even if the inferior packets were continued.

This latter consideration, the dependence of the postal revenue derived from any particular packets on the character of those packets for speed and regularity, affords additional weight to an opinion of the Committee, stated at page 7, viz., that "in some cases the conveyance of the mails might be advantageously provided for by a payment bearing a certain proportion to the estimated amount of the postage received, or based upon the actual weight of the bags carried."

Such an arrangement would, I think, do much more to secure improvements, from time to time, in the sea service than the ordinary stipulation, that the contractors shall make such alterations in the construction and machinery of their vessels "as the advanced state of science may suggest," and as the Admiralty may direct.

Even, therefore, where the postage received may be insufficient to defray the whole cost of the service, as is the case in this instance (though Mr. Cunard seems to suppose otherwise), I would strongly recommend that the payment be based on the amount of postage, by making it equal to the postage and a certain fraction of the postage in addition; or, if requisite, even to a multiple of the postage. Such a mode of payment would have the additional advantage of rendering simple any negotiation with a Colony (as with Canada, for example, in this instance), for the payment of its share of the cost.

The Committee recommend that, in any new contract, all provisions which do not directly bear upon the efficiency of the postal service, such as requiring that the vessels shall be so constructed as to serve, to some extent, for men-of-war, and that troops and stores shall be

conveyed at less than the ordinary charge, should be abandoned, and in this recommendation I entirely concur.

Another recommendation of the Committee, in which also I concur, is, that a scale of penalties should be laid down for delay in sailing, or for over-time in the voyage, and that these penalties should be rigidly enforced; a provision which would be doubly important if the payment for the service were to be a fixed sum, instead of depending on the amount of postage.

In every new, or renewed contract, it is important that provision should be made for sorting letters on board, or (when it is not deemed necessary for this, or for any other purpose, to send a Government officer,) to require that the contractors shall be responsible, through their captain, for the safe custody of the mail bags, and for their proper exchange at the various ports of call.

Having made these remarks on the general subject of contract packets, I abstain from offering any detailed observations upon Mr. Cunard's contract, until I learn from your Lordships whether you determine to renew that contract, or to allow the present term to expire, and then to throw the service open to general competition.

I have, &c.
(signed) *Argyll.*

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 4 June 1858.

With reference to Sir Charles Trevelyan's letter of the 22d ultimo, I have the honour to state, that I concur with my predecessor in the expediency, under ordinary circumstances, of making any subsidy which may be granted for a packet service, bear a proportion to the amount of postage received.

Should your Lordships be indisposed, in the case of Mr. Cunard's contract, to make the whole subsidy depend upon the amount of sea postage, the principle might still be adopted in part, by paying over to Mr. Cunard a portion of this postage, say one-half, and a fixed sum in addition; or by giving him the whole sea postage and a smaller fixed sum.

The estimated amount of sea postage last year obtained by the service in question was about 120,000 *l.*; and, if this be taken as an average, one-half the sea postage, together with a fixed yearly sum of 110,000 *l.*, or the whole sea postage, together with a yearly fixed sum of 50,000 *l.*, would place Mr. Cunard in nearly the same position as at present, provided that no reduction be made in the rates of postage (unless compensated by an increase in the number of letters); that, upon the whole, the speed and regularity of Mr. Cunard's ships, as compared with other ships, continue about the same; and that no material change take place in the relative numbers of fast sailing vessels starting on fixed days.

As regards the rate of postage, your Lordships are aware that an offer has been made to the Post Office of the United States to reduce the rate between the two countries from 1 *s.* the half-ounce letter to 6 *d.*; and, if this offer should be accepted, the immediate effect would no doubt be a large falling off in the amount of postage.

Judging by experience, however, in other similar reductions, it may be assumed that much of the decrease would soon be made good by an augmentation of the number of letters; and if to this increase a further addition be made for the general tendency to a larger correspondence between this country and the United States and British North America, I think it probable that, so far as the matter depends on the rates of postage, the estimate of 120,000 *l.* may prove a fair average of the amount of sea postage in each year of the contract, and that the actual amount will be as likely to exceed that sum as to fall short of it.

With regard to the number of rival packets, it is impossible to speak with any degree of certainty.

We know that there will soon be more Canadian packets on the line, but what course may be adopted by the Government of the United States, I cannot foretell. The Collins' line of steamers has been discontinued, and the United States Post Office is at present sending mails apparently under a series of special contracts, each for a single trip; but it may be presumed that this arrangement is only temporary.

Such uncertainties as these form one great objection to contracts for long periods.

On the general subject of remuneration it may be remarked, that the present payment to Mr. Cunard is at a higher rate than for any other service, being equal to 11 *s.* 4¼ *d.* per mile; while the payment for the West Indian service is 10 *s.* 10½ *d.* per mile, that for the East Indian service, 6 *s.* 2 *d.*, and that for the Brazilian, 3 *s.* 10¾ *d.*

It should also be stated that the Liverpool, New York, and Philadelphia Steam Ship Company, whose vessels, according to the register kept at Lloyd's, make their voyages at a speed not much inferior to Mr. Cunard's (although the Company, having had no subsidy from Government, have been subject to no penalties for delay), lately offered, on the discontinuance of the Collins' steamers, to carry our mails to and from New York for the amount of postage, by which was understood the amount of sea postage.

As no official information had been received from the United States of the withdrawal of their packets, or of their general intentions on the subject, it was not at that time thought courteous towards the United States Post Office to accept this offer; but since then the United States Post Office has itself, on several occasions, sent mails (which it claims to be considered

considered packet mails) by this Company's vessels, and it is probable that the payment to the Company is even less, indeed much less, than the whole sea postage.

If I am right in this conjecture, and the course adopted by the United States Post Office should continue, the United States will have at least a large portion of their sea service performed at a much less cost than ourselves; since, at the present rate of payment, Mr. Cunard's service, instead of yielding to us a profit, is attended with an annual loss to the British Government of about 53,000 *l.*

In any contract which may be entered into with Mr. Cunard, it would of course be necessary to guard against the Postmaster General being debarred from sending letters, newspapers, &c., by other ships than his, or (with the consent of your Lordships) from altering the rates of postage.

In order to prevent contention, moreover, the decision as to what part of the postage ought fairly to be regarded as sea postage, should be left to the Postmaster General; although, for Mr. Cunard's security, should he desire it, there would be no objection to stipulating that in the two great classes of letters, viz., those which pass direct between this country and the United States, or between this country and British North America, two-thirds of the whole postage should, as at present, be considered as sea postage.

With respect to the safe custody of the mails, I am, after full consideration, satisfied that the present provision in Mr. Cunard's contract, that the commander of every vessel shall take due care of any of Her Majesty's mails which may be entrusted to him, is sufficient. Under this provision, the mails have for some years been placed in the sole charge of the captains of Mr. Cunard's packets, and the result has been very satisfactory.

As the provision forms part of the contract, its habitual or gross neglect would be a breach of covenant endangering the continuance of the whole contract.

As the present contract directs that accommodation shall be provided in the packets for "an officer in Her Majesty's navy, or any other person to be appointed by the said Commissioners, and also a servant of the said officer or other person as aforesaid, if required," it seems scarcely necessary to make any arrangement for the personal accommodation and board of the Post-office clerk and sorter, who would probably be sent in lieu of the naval officer and servant; although, to prevent misconception, it may be well to insert a few words with express reference to this object.

In addition a small room for sorting the mails will be necessary; and I would suggest that it be stipulated that, when required, such room shall be provided to the satisfaction of the Postmaster General; the fittings, however, to be furnished at the cost of the Department.

It would, I think, be convenient if the two existing contracts with Messrs. Cunard, Burns, & M'Ivor for the service in question, were to merge into the new contract, so as to have only one document; but it should at all events be provided that I should have the power speedily to introduce the sorting of letters on board Mr. Cunard's packets.

When the draft contract with Messrs. Cunard, Burns, & M'Ivor has been prepared, I request that I may have an opportunity of examining it.

I have, &c.
(signed) *Colchester.*

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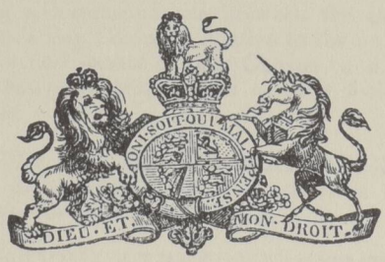
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PAPERS

RELATIVE TO THE

HUDSON'S BAY COMPANY'S CHARTER AND LICENCE OF TRADE.

Presented to both Houses of Parliament by Command of Her Majesty,
April 1859.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1859.

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PAPERS

RELATIVE TO THE

HUDSON'S BAY COMPANY'S CHARTER AND LICENCE OF TRADE.

I.—Despatches from the Governor-General of Canada.

No. 1. No. 1.

Copy of a DESPATCH from the Right Honourable Sir Edmund Head Bart. to the Right Honourable Sir Edward Bulwer Lytton Bart.

(No. 106.) Government House, Toronto, Canada West, August 16, 1858.

(Received 30th August 1858.)

Sir, (Answered No. 102. 22d December 1858, p. 6.)

I have the honour to enclose a joint Address from the Legislative Council and Assembly of Canada to Her Majesty the Queen on the subject of the territory of the Hudson's Bay Company, which I request may be laid at the foot of the Throne.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. (Signed) EDMUND HEAD.
&c. &c. &c.

Enclosure in No. 1. Encl. 1 in No. 1.

To the Queen's most Excellent Majesty.

Most Gracious Sovereign,

We, Your Majesty's most dutiful and loyal subjects, the Legislative Council and Commons of Canada in Provincial Parliament assembled, humbly approach Your Majesty for the purpose of representing—

That the approaching termination of the Licence of Trade granted by Your Majesty's Imperial Government to the Hudson's Bay Company over the Indian territories, a portion of which, in our humble opinion, Canada has a right to claim as forming part of Her territory, renders imperative the adoption of such measures as may be necessary to give effect to the rights of the province, and presents a favourable opportunity for obtaining a final decision on the validity of the Charter of the Company, and the boundary of Canada on the north and west.

That Canada, whose rights stand affected by that Charter, to which she was not a party, and the validity of which has been questioned for more than a century and a half, has, in our humble opinion, a right to request from Your Majesty's Imperial Government a decision of this question, with a view of putting an end to discussions and questions of conflicting rights, prejudicial as well to Your Majesty's Imperial Government as to Canada, and which while unsettled must prevent the colonization of the country.

That the settlement of the boundary line is immediately required, and that therefore we humbly pray Your Majesty that the subject thereof may be forthwith submitted for the opinion of the Judicial Committee of Your Majesty's Privy Council, but without restriction as to any question Canada may deem it proper to present on the validity of the said Charter or for the maintenance of her rights.

That any renewal of the licence to trade over the Indian territories should, in our humble opinion, be granted only upon the conditions that such portions thereof, or of the other territories claimed by the Company (even if their Charter be held valid), as may be required from time to time to be set apart by Canada or by Your Majesty's Government into settlements for colonization, should, as so required, be withdrawn from under any such licence and the jurisdiction and control of the said Company, and that Your Majesty's Government, or the Governor-General in Council, should be permitted to grant licences to trade in any portions of the said territories while held by or in occupation of the said Company, upon such conditions for the observance of law and the preservation of the peace, for the prohibition or restriction of the sale of ardent spirits, for the protection of Indian tribes from injury or imposition, and with such other provisions as to Your Majesty's Government or to His Excellency in Council may seem advisable.

That, in our humble opinion, Canada should not be called upon to compensate the said Company for any portion of such territory from which they may withdraw or be compelled to withdraw, but that the

said Company should be allowed to retain and dispose of any portion of the lands thereof on which they have built or improved.

All which we humbly pray Your Majesty to take into Your Majesty's gracious and favourable consideration.

(Signed) N. F. Belleau,
Speaker, L.C.
(Signed) Henry Smith,
Speaker, L.A.

Legislative Council, Toronto, 14th August 1858.
Legislative Assembly Hall, Toronto, 13th August 1858.

No. 2.

No. 2.

Copy of a DESPATCH from the Right Honourable Sir Edmund Head Bart. to the Right Honourable Sir Edward Bulwer Lytton Bart.

(No. 117.)

Quebec, Sept 9, 1858.
(Received 22d September 1858.)

Sir,

I have the honour to enclose a copy of a minute of the Executive Council of Canada, approved by myself this day, respecting the joint Address of both Houses of the Provincial Legislature on the subject of the Hudson's Bay territory, and the questions connected therewith.

I fully concur with my Council in the importance of this matter, and would press its consideration on Her Majesty's Government.

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

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Encl. in No. 2.

Enclosure in No. 2.

Copy of a Report of a Committee of the Honourable the Executive Council, dated the 4th September 1858, approved by His Excellency the Governor-General in Council on the 9th September 1858.

The Committee of Council respectfully recommend that the Resolutions passed by the Legislative Council and the Legislative Assembly, and the joint Address thereon of both Houses, on the subject of the Hudson's Bay Territory, be urged upon the attention of the Imperial Government by such members of the Executive Council as may be in London during this present autumn, and that, at the same time, the importance of opening a direct line of communication by railway, or otherwise, from Canada, through the Red River and Saskatchewan territories, to Fraser's River and Vancouver's Island be brought by them under the notice of the Imperial authorities.

(A true copy.)

(Signed) Edmund Head.

No. 3.

No. 3.

Copy of a DESPATCH from the Right Honourable Sir Edmund Head Bart. to the Right Honourable Sir Edward Bulwer Lytton Bart.

(No. 16.)

Government House, Toronto, Canada West,
January 29, 1859.
(Received 15th February 1859.)

Sir,

I laid your despatch of December 22, No. 102,* relating to the question of the Hudson's Bay Company before my Council.

* Page 6.

The Council are fully sensible of the consideration shown by Her Majesty's Advisers for the interests of Canada, and they are anxious to do all they can to bring the matter to a speedy settlement. They think, however, as Parliament is on the point of assembling, and as the matter was under the consideration of that body in their last session, that they ought not to give a final answer as to the course which they will pursue until they have had an opportunity of submitting so important a subject to the Legislature.

I trust sincerely that I shall be able speedily to communicate to you the determination of the Canadian Government.

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

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 4. No. 4.

COPY of a DESPATCH from the Right Honourable Sir EDMUND HEAD Bart. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

(No. 44.)

Government House, Toronto, Canada West,
April 4, 1859.

SIR, (Received 19th April 1859.)

I REGRET very much that I have not been able before this to send any definite reply to your despatches (the dates and numbers of which are marked in the margin) relating to the Charter of the Hudson's Bay Company.

No. 102, Dec. 22, 1858, page 6. No. 25, Feb. 11, 1859, page 6. No. 37, Mar. 10, 1859, page 7. No. 43, Mar. 18, 1859, page 7.

The first of these despatches was laid before my Council on the 11th of January, and I have repeatedly pressed the members of that body for their formal opinion on this important matter. They have frequently discussed the subject, and I fully admit that it is one which requires careful consideration.

I am now for the first time able to inform you that the Executive Council will not advise steps to be taken for testing the validity of the Charter by "scire facias," but they are strongly of opinion that it is most desirable on all accounts that the boundaries of Canada should be accurately and speedily defined.

It is probable that the Hudson's Bay territory will again form the subject of discussion by the Provincial Parliament in the course of the present session.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. (Signed) EDMUND HEAD.
&c. &c. &c.

II.—Despatches from the Secretary of State to the Governor-General of Canada.

No. 1.

No. 1.

Copy of a DESPATCH from the Right Honourable Sir Edward Bulwer Lytton Bart. to the Right Honourable Sir Edmund Head Bart.

(No. 79.)

Sir, Downing Street, October 26, 1858.

* Page 4. I have to acknowledge the receipt of your despatch, No. 117,* of the 9th September, enclosing the copy of a Minute of the Executive Council of Canada, respecting the joint Address of both Houses of the Provincial Legislature relative to the Hudson's Bay territory, and the questions connected therewith.

This important subject will not fail to receive the careful consideration of Her Majesty's Government.

I have, &c.

The Right Hon. Sir E. Head, Bart. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 2.

No. 2.

Copy of a DESPATCH from the Right Honourable Sir Edward Bulwer Lytton Bart. to the Right Honourable Sir Edmund Head Bart.

(No. 102.)

Sir, Downing Street, December 22, 1858.

* Page 3. I duly received your despatch, No. 106,* of the 16th August last, and laid before the Queen the joint Address to Her Majesty which accompanied it from the Legislative Council and Assembly of Canada, relative to the territory of the Hudson's Bay Company.

The subject of this Address has occupied my careful consideration, and I transmit to you the copies of a correspondence respecting it which has taken place between the Company and this Department. From this correspondence, you will perceive that the Hudson's Bay Company decline to be consenting parties to a reference of questions respecting the validity or extent of their Charter to the Judicial Committee of the Privy Council; and, under these circumstances, the law advisers of the Crown, whom I have consulted in the matter, have stated, in an opinion of which I forward a copy, that the only course open for the determination of these questions is by writ of *scire facias* brought to repeal the Charter.

Company, 12th Oct. 1858, page 15.
Colonial Office, 3d Nov. 1858, page 25.
Company, 10th Nov. 1858, page 15.

I have, therefore, to request that you will submit the accompanying papers to your Government, and invite them to take steps to obtain the writ, in accordance with the suggestion of the law advisers, and that you will inform me, as soon as practicable, of the course which the Government of Canada may resolve to adopt in this matter. Parliament will doubtless meet in the first week of February, and I need not say how desirable it would be if Her Majesty's Government could then be prepared to notify the decision of Canada.

I have, &c.

The Right Hon. Sir E. Head, Bart. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 3.

No. 3.

Copy of a DESPATCH from the Right Honourable Sir Edward Bulwer Lytton Bart. to the Right Honourable Sir Edmund Head Bart.

(No. 25.)

Sir, Downing Street, February 11, 1859.

In the course of the interviews which passed between Messrs. Cartier, Ross, and Galt, and myself, during the visit of those gentleman to this country in October last, I understood from them that it was the intention of the Government of Canada to

undertake legal proceedings in this country against the Hudson's Bay Company, if that Company should refuse to allow the validity of their Charter to be tested by agreement before the Judicial Committee of the Privy Council.

It was in consequence of this understanding that I addressed to you my despatch of 22d December last, informing you of their refusal.

It was my hope that I should receive an answer to that despatch, expressing in definitive terms the resolution arrived at by the Canadian Government, before the meeting of the Imperial Parliament; and it now becomes necessary that I should press on you the importance of my receiving such an answer immediately, in order that Her Majesty's Government may determine on the course to be taken by themselves.

I have, &c.

The Right Hon. Sir E. Head, Bart. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 4. No. 4.

COPY of a DESPATCH from the Right Honourable Sir EDWARD BULWER LYTTON Bart. to the Right Honourable Sir EDMUND HEAD Bart.

(No. 37.)

SIR, Downing Street, March 10, 1859.

WITH reference to former correspondence on the subject of the affairs of the Hudson's Bay Company, I now transmit to you copy of a farther correspondence which has taken place between this Department and the Governor and Committee of that Company, on the subject of the approaching expiration of their trading licence in North Western America, you will observe that, as that licence expires in May next, Her Majesty's Government could not avoid entertaining the question, although they would have preferred waiting for the decision of the Canadian Government as to trying the validity of the Charter, in order that the whole subject might be disposed of together.

C.O. 28th Jan. 1859, page 22.
H.B. Co. 2d Feb. 1859, page 13.
H. B. Co. 8th Feb. 1859, page 13.
C.O. 9th Mar. 1859, page 23.

With respect to this latter question, it is impossible for Her Majesty's Government to allow the present session of parliament to pass by without endeavouring to use it for the settlement of pending questions. I have, therefore, to add, that unless I receive by the first of May next the decision of the Canadian Government and Legislature, whether they will or will not contest the validity of the Charter, Her Majesty's Government must proceed, though with reluctance, to take such steps as to the Charter territory, whether in the way of negotiation, legislation, or legal proceedings, as they may be advised. Ample care will, however, be taken, in any case, to reserve and protect whatever claims of right Canada may hereafter establish.

I have, &c.

The Right Hon. Sir E. Head, Bart. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 5. No. 5.

COPY of a DESPATCH from the Right Honourable Sir EDWARD BULWER LYTTON Bart. to the Right Honourable Sir EDMUND HEAD Bart.

(No. 43.)

SIR, Downing Street, March 18, 1859.

WITH reference to former correspondence on the subject of the affairs of the Hudson's Bay Company, I have now to inform you that the Governor and Directors have finally declined the proposal made to them by Her Majesty's Government on public grounds, of an extension of their licence for two years (instead of one as originally offered). The correspondence shall be transmitted to you by next mail, as there is not time for the present.

In May next, therefore, the licence will expire, and Her Majesty's Government have now under consideration the steps which it may be necessary to take in consequence of that expiration.

You cannot fail to observe that this circumstance renders the disposal of the pending questions relative to the Charter of even more urgent necessity than it was before. The question as to the future management of the licence territories and of the Charter

territories being so closely connected, it becomes even more essential that I should have the immediate answer of your Government, whether it is their intention or not to try the validity of the Charter by *scire facias*, and if such is their intention, whether they will at once either send a delegate or in any other manner initiate the necessary proceedings.

I have, &c.
(Signed) E. B. LYTTON.

The Right Hon. Sir E. Head, Bart.
&c. &c. &c.

No. 6.

No. 6.

Copy of a DESPATCH from the Right Hon. Sir EDWARD BULWER LYTTON Bart. to the Right Honourable Sir EDMUND HEAD Bart.

(No. 51.)

SIR, Downing Street, 1st April 1859.

* Page 7. 15th Mar. 1859, page 17.

WITH reference to my despatch, No. 43,* of the 18th March, relative to the affairs of the Hudson's Bay Company, I transmit to you herewith copy of the letter from the Company declining the extension of their licence for two years. This letter completes the correspondence with the Company to the present date.

I have &c.
(Signed) H. MERIVALE.
(In the absence of the Secretary of State.)

The Right Hon. Sir E. Head, Bart.
&c. &c. &c.

III.—Letters from the Hudson's Bay Company.

No. 1. No. 1.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, July 27, 1858.

REFERRING to the conversation Captain Shepherd and I had the honour of holding with you yesterday at the Colonial Office, from which I gathered that you were of opinion that it would be necessary to take the opinion of the law officers of Her Majesty's present Government upon the best mode of ascertaining the validity of the Charter of the Hudson's Bay Company, I hope that it will not be considered presuming if I request that before any such case be submitted for the opinion of the Law Officers of the Crown you will be good enough to afford the Company an opportunity of perusing it, as we are desirous, if possible, of co-operating with Her Majesty's Government in this matter.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. (Signed) H. H. BERENS,
&c. &c. &c. Deputy Governor.

No. 2. No. 2.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, London, August 6, 1858.

I HAVE the honour to acknowledge receipt of the Earl of Carnarvon's letter of the 5th instant,* in compliance with which I have announced to my colleagues in the direction the intention of Her Majesty's Government to revoke the right of exclusive trade with the Indians which was given to the Company in the Royal Licence of the 30th May 1838, over so much of the territory in question as is comprised within the Colony of British Columbia.

* Page 19.

I have also the honour of enclosing an extract of a letter addressed to Governor Douglas, under date the 16th of July last, from which you will perceive that the wishes of Her Majesty's Government upon this point have already been anticipated to a certain extent by the Hudson's Bay Company, in a manner which you will doubtless approve.

Extract.

I have, &c.

(Signed) H. H. BERENS,
Deputy-Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure in No. 2. Encl. in No. 2.

EXTRACT of a LETTER from W. G. SMITH Esquire, Secretary, Hudson's Bay Company, to JAMES DOUGLAS Esquire, Governor of Vancouver's Island, dated London, 16th July 1858.

BY the Despatch from the Colonial Office dated the 1st instant, to which I referred in my letter of last week, you will see that it is the wish of Her Majesty's Government that free access be allowed to all nations to search for gold in Fraser's River, while by the Bill providing for the government of New Caledonia (which will doubtless become law ere you receive this) all the exclusive privileges of the Hudson's Bay Company will, so far as that district is concerned, be at an end. You will bear in mind that although the Company have equal rights of trade within that district with others of Her Majesty's subjects, yet that no claim for exclusive privileges can now be maintained there.

The Governor and Committee presume that you will receive from Her Majesty's Government definite instructions for your guidance, and they rely upon your using your best endeavours to carry them into effect.

No. 3.

No. 3.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, August 12, 1858.

I HAVE the honour to acknowledge the receipt of Mr. Merivale's letter of the 4th instant,* in which he informs me, that although you do not think it would be expedient or consistent with the usual proceedings of Her Majesty Government, in consulting their own legal advisers, that a copy or draft of the letter to be laid before those gentlemen as to the steps to be taken to try the validity of the claims of the Hudson's Bay Company in North America should be communicated to me for the purpose of being laid before the Company, yet that you are willing that the letter, when prepared, should be shown to me before being sent.

* Page 19.

In venturing to request that the document in question should be communicated to me, my sole object was that the Government and the Committee should act in concert, and should understand each other as to the precise nature of the question upon which Counsels' opinion was to be taken. The idea of laying the case "before the Company" never once occurred to me, and the utmost I wished was that my colleagues in the direction, as well as myself, should have an opportunity of seeing so important a document before a legal opinion was taken upon it.

I do not know if your objections extend so far as not to permit my co-directors, as well as myself, to see the letter; if it does, I shall not press the matter any further; but in that case I shall gladly avail myself of the opportunity which Mr. Merivale informs me you are ready to afford me, to see the letter before it is submitted to the law advisers of the Crown.

I shall feel obliged if you will give directions so that notice may be sent to me at what time I may have an opportunity of perusing the document.

I have, &c.

(Signed) H. H. BERENS,
Deputy-Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 4.

No. 4.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, September 7, 1858.

I HAVE the honour to acknowledge the receipt of Mr. Merivale's letter of the 3d instant,† transmitting, for the information of the Hudson's Bay Company, and for any observations they may have to offer, the copy of a joint Address sent to the Queen by the Legislative Council and Assembly of Canada on the subject of the Company's territorial and other rights.

† Page 19.

In thanking you for this communication, I have to state that the Committee of the Company having temporarily adjourned, several of my colleagues in the direction have availed themselves of the opportunity of leaving London; but I shall take the earliest occasion, on their re-assembling, of submitting the document in question to the consideration of the Board, and we shall thereafter lose no time in communicating any observations upon the subject which we may think it desirable to submit to you.

I have, &c.

(Signed) H. H. BERENS,
Deputy-Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 5. No. 5.

Copy of a LETTER from Thomas Fraser Esq. to Herman Merivale Esq.

Sir, Hudson's Bay House, London, September, 15, 1858.

In the absence of the Deputy-Governor of the Hudson's Bay Company, I have the honour of acknowledging the receipt of your letter to him of the 9th instant,* enclosing a copy of the instrument under the Royal Sign Manual revoking the Royal Grant to the Hudson's Bay Company of the 30th May 1838, for exclusive trading with the Indians, in as far as the same embraces the territories comprised within the colony of British Columbia. * Page 20.

I have, &c.
(Signed) THOMAS FRASER,
Secretary.

Herman Merivale, Esq.
&c. &c.

No. 6. No. 6.

Copy of a LETTER from H. H. Berens Esq. to the Right Honourable Sir Edward Bulwer Lytton Bart.

Sir, Hudson's Bay House, October 12, 1858.

With reference to a communication addressed to me under date the 3d ultimo,† the receipt of which I had the honour to acknowledge on the 7th of that month, I beg now to state that the Company can only re-assert their right to the privileges granted to them by their Charter of Incorporation, the extent and nature of which they have already fully explained in the papers which will be found amongst those printed by order of Parliament. I refer particularly to a letter addressed by Sir J. Henry Pelly, to Earl Grey, dated 13th September 1849,‡ enclosing a paper entitled "Statement of the "Rights as to the territory, trade, taxation, and government claimed and exercised "by the Hudson's Bay Company on the Continent of North America," and marked No. 2 among the papers on the affairs of the Hudson's Bay Company, printed by order of the House of Commons on the 12th July, 1850. † Page 19. ‡ Vide House of Commons Paper No. 542, Session 1850, p. 3.

This Company cannot therefore be a consenting party to any proceeding which is to call in question rights so long established and recognized; but they will of course be prepared to protect themselves against any attempt that may be made on the part of the Canadian Authorities to deprive them, without compensation, of any portion of the territory they have so long been in possession of.

I have, &c.
(Signed) H. H. BERENS,
Deputy Governor.

The Right Hon. Sir E. B. Lytton, Bart,
&c. &c. &c.

No. 7. No. 7.

Copy of a LETTER from H. H. Berens Esq. to the Right Honourable Sir Edward Bulwer Lytton Bart.

Sir, Hudson's Bay House, November 10, 1858.

I have the honour to acknowledge the receipt of Lord Carnarvon's letter of the 3d instant,§ to which I now beg to reply, as I am anxious that the views and intentions of this Company should not be misunderstood. § Page 21.

In the year 1850 ‖ a correspondence passed between the Colonial Office and this Company, in reference to the objections raised by certain parties in regard to the validity of the rights claimed by this Company under their Charter, and under date the 24th January 1850 Mr. B. Hawes, by desire of Lord Grey, transmitted to Sir J. H. Pelly, the then Governor of this Company, a copy of a letter proposed to be addressed by his Lordship, to Mr. Isbister, the person bringing forward the complaints referred to. In answer to that communication, the Secretary of this Company, under date the 29th January 1850, ‖ Vide House of Commons Papers No. 542, Session 1850, p. 8.

stated that there was nothing in the letter so proposed to be addressed to Mr. Isbister to which the Directors of the Company had the least objection.

At that period the consent of this Company was not asked; and the Law Officers of the Crown stated as their opinion that the proper mode for raising the question for discussion would be to embody in a petition to the Queen any complaints urged against the Company, and they recommended that any such petition should be referred by Her Majesty to the Judicial Committee of the Privy Council. On that occasion it was distinctly stated that the petition must be confined to the subject to which the resolution of the House of Commons of the 5th July 1849 extended,—that subject being an inquiry into the legality of certain powers claimed and exercised by the Hudson's Bay Company, under their Charter, but not questioning the validity of the Charter itself.

No petition, however, was then presented, and there the matter rested until the year 1857, when a Select Committee of the House of Commons was appointed "to "consider the state of the British Possessions in North America under the admini- "stration of the Hudson's Bay Company, or over which they possessed a licence to "trade."

In the month of July 1857 a communication was made to this Company by Mr. Labouchere, the then Secretary of State for the Colonies, calling the attention of the Company to a statement received from the Law Officers of the Crown, having reference solely to the question of the geographical extent of the territory claimed by this Company as included in the grant by their Charter, recommending that the subject should be referred to the Privy Council and stating that this could not be done, except by the consent of both parties, namely, Canada and this Company. In reply to this communication, the Governor of the Company informed Mr. Labouchere, under date the 18th July 1857, that the Directors of this Company would be prepared to recommend to their Shareholders to concur in the course suggested.

The suggestion now made to the Company, as set forth in the address to Her Majesty from the Canadian Legislature, and to which my letter of the 12th ultimo had reference, is that they should give their consent to an inquiry before the Judicial Committee of the Privy Council, which inquiry is to involve, not merely the question of the geographical boundary of the territories claimed by them, but to challenge also the validity of the Charter, and, as a consequence, all the rights and privileges which it professes to grant, and which have been exercised by the Company for a period of nearly 200 years.

If such an inquiry should be gone into in the manner suggested by the Law Officers of the Crown in 1850, the Company will now, as it was then, be prepared to appear on that inquiry in support of their rights, but in that event no consent on their part will be necessary, nor, as I have already observed, was any consent asked for or suggested, when the former inquiry was contemplated. But if the validity of their Charter itself is to be called in question, the Committee feel that in justice to their Shareholders it would be impossible for them to be consenting parties to proceedings instituted with such an object.

The Company has at all times been willing to entertain any proposal that might be made to them for the surrender of any of their rights or of any portion of their territory; but it is one thing to consent, for a consideration to be agreed upon, to the surrender of admitted rights, and another to volunteer a consent to an inquiry to call those rights in question.

While, therefore, I and my colleagues in the Direction of the Hudson's Bay Company are anxious to do all that we can, consistently with our duty to our Shareholders, to meet the wishes both of Her Majesty's Government and of the Canadian Legislature, we feel that we cannot return any answer to your letter of the 3d instant* than that which is conveyed by the letter on the same subject which I had the honour of addressing to you on the 12th ultimo.†

* Page 21.

† Page 11.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) H. H. BERENS,
Deputy-Governor.

No. 8. No. 8.

Copy of a LETTER from H. H. Berens Esq. to the Right Honourable Sir Edward Bulwer Lytton Bart.

Sir, Hudson's Bay House, London, February 2, 1859.

I have the honour to acknowledge the receipt of the Earl of Carnarvon's letter of the 28th ultimo,* informing me that Her Majesty's Government are not prepared to grant to this Company a renewal for a term of years of the licence of exclusive trade over the Indian territory, but that they are prepared to grant a fresh licence for one year, commencing from the expiry of the present licence. * Page 22.

The subject being one of deep importance, and requiring the consideration of the full Board, the Directors now in London feel that in the absence of the Deputy-Governor, who is in Scotland, but who is expected to arrive in London to-morrow, they ought to postpone coming to a decision until they have been able to consult with him. I have, however, called a special meeting of the Committee for Friday next, when the subject will be fully considered, and on Saturday I hope to have the honour of transmitting to you the result of their deliberations.

I have, &c.
(Signed) H. H. BERENS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 9. No. 9.

Copy of a LETTER from H. H. Berens Esq. to the Right Honourable Sir Edward Bulwer Lytton Bart.

Sir, Hudson's Bay House, London, February 8, 1859.

With reference to my letter of the 2d instant, I have now the honour to inform you, that I have this day laid before the Board of Directors of the Hudson's Bay Company the letter addressed to me by Lord Carnarvon on the 28th ultimo. His Lordship, by your directions, therein informs me, that Her Majesty's Government "are "not prepared to grant to the Company a renewal of the licence under the Act of 1st "& 2nd Geo. 4th, Cap. 66., but, regard being had to the expiration of the present licence "in May next, and the injury to the public interests in the regions comprised in the "licence which might in the present state of things arise from its termination at that "date, Her Majesty's Government are willing to grant to the Hudson's Bay Company "a fresh licence for one year, to commence from the expiry of the present licence."

The Board direct me respectfully to decline that offer. The acceptance on their part of the licence for any period of shorter duration than that which has been usually granted since the passing of the Act above mentioned would, in their opinion, only further increase the inconveniences resulting from the state of suspense in which the question has been kept for the last two years. So far from strengthening it would paralyze their authority even within their own territory, from the impression it would create of the approaching termination of that authority. They do not require and never have applied for the licence for the purposes of their trade. The Act passed at their suggestion in 1821 was intended for the preservation and maintenance of peace and order in the whole of the Indian territories. These had been grievously compromised by conflicts of the servants of rival traders, whose interests were about that time united. No means are provided in the Act for the enforcement of its provisions, so as to give additional protection to the trade. The intelligence of the renewal of the licence for a year would not even reach a large portion of the posts of the Company before that period had expired.

The Board beg respectfully again to bring under your review the whole of the correspondence and proceedings which have had reference to this subject since their first application, dated 22d December 1856, for a renewal of the licence.

In consequence of that application, and of the approaching period of the expiration of the existing licence, the late Secretary of State for the Colonies, Mr. Labouchere, referred the matter to the consideration of a Committee of the House of Commons. Much evidence was taken before that Committee. The board, through the medium of their late Chairman, Mr. Shepherd, communicated fully their opinions and intentions with respect to the past and future interests of the Hudson's Bay Company, in a letter

to Mr. Labouchere, dated the 18th July 1857, which was laid before that Committee. For fear that that letter may have escaped your recollection, they think it essential at this moment to transmit a copy of it for your information. No change has taken place in the situation of the Company, nor in any circumstances connected with their affairs, to induce the Directors to change in any respect the course which they then announced to Her Majesty's Government it was their intention to pursue; nor have they at any time, in any subsequent communication, departed or intended in any respect to depart from the principles on which they then intended and still intend to act.

Enclosure.

The Board were then as much aware as they are now of the unpopularity attaching to the existence of the monopoly. That consideration made it more essential that they should weigh with the greatest caution every step in their proceedings which might entail further personal responsibility upon them. No monopoly can be upheld on any ground short of a conviction of its necessity, as the best, if not the only means of accomplishing some exceptional object. The Board have therefore entreated that the Government might in the first instance decide the question of the maintenance or abolition of the monopoly, either for the present, or for any future purposes for which it may be required. If better means can be devised for maintaining order and peace in the Indian country, and for the protection of the Indian tribes from the evils which have hitherto been found inseparable from competition in the trade, as well as for the colonization and agricultural improvement of the territory, the question of the abolition of the Hudson's Bay Company should only be one of just indemnity to the shareholders for their legal rights and interests.

If, on the other hand, it should be found impossible to devise better means for the government of the country, the hands of the Directors should be strengthened, to enable them to fulfil the public purposes for which their services have been considered efficient and satisfactory for the last 40 years. Any diminution of the confidence and support they have hitherto received from the Government, or even any appearance of it, would weaken their power both with Indians and settlers in the country. The above course would not be inconsistent with any extension of colonization or settlement which either Her Majesty's Government or the Government of Canada can have in view in that part of Her Majesty's dominions now possessed or occupied by the Company, or with the accomplishment of all the objects recommended in the report of the Committee of the House of Commons.

The Board lamented to see and have hitherto abstained from adverting to some expressions in your letter of the 3d November* last, imputing to them unreasonable conduct in not accepting some terms of compromise which it is alleged had been offered to them. In that letter it is stated "that you entertain an anxious desire to come to "some equitable and conciliatory arrangement by which all equitable claims of the "Hudson's Bay Company should be fairly considered in reference to the privileges they "may be required to surrender."

* Page 21.

Only two propositions have been made to the Board. The first in a letter from Mr. Merivale, under date the 20th January 1858,† by which it was proposed to refer the question of the Company's boundaries to the Judicial Committee of the Privy Council, but distinctly stating that Her Majesty's Government, on public grounds, did not consider themselves authorized to raise the question of the validity of the Charter itself, and that if any parties in Canada proposed to take measures for that purpose Her Majesty's Government must leave them to take that course on their own responsibility. To that proposition the Board gave their unhesitating consent. The other proposition to this Company, which was conveyed by your letter of the 3d September 1858*, and subsequently by that of the 3d November† following, was to the effect that this Company should voluntarily concur in some inquiry having for its object to raise the question of the validity of their Charter, and should give facilities for that purpose; thus altogether repudiating the proposition previously received from Her Majesty's Government, and seeking to do the very thing to which, on public grounds, the Government had previously declined to be a party. This latter proposition, therefore, the Directors could not, in justice to their constituents, for one moment entertain, and they confidently appeal to all their previous communications with Her Majesty's Government as justifying that refusal.

† Vide House of Commons Papers No. 99, Session 1858, p. 3.

* Page 19.

† Page 21.

Both the present Directors and their predecessors, in the management of the affairs of the Company, have been advised by lawyers of the first eminence and authority that the grant of their land and territories by the Crown was indisputable and inviolable. As trustees they should feel as little justified in consenting to a reference of the proprietory rights of their shareholders as in gratuitously disposing of their property. The conviction of the Directors of the firm position on which they stand has not been

shaken by the opinions of the late Attorney and Solicitor-General laid before the Committee. The Board have heard of no other propositions, and certainly of no " conciliatory arrangement by which the equitable claims of the Hudson's Bay Company " may be fairly considered in reference to the privileges they may be required to " surrender."

But the Hudson's Bay Company have invaribly expressed their readiness to comply with the conditions on which the Committee of the House of Commons recommended the renewal of the licence. They are most willing to cede, immediately or gradually, as they may be wanted, for the purposes of actual settlement, portions of their territories on the Red River or Saskatchewan, which may be available for cultivation and settlement, on " equitable principles." They are ready to leave those principles to the decision of Commissioners to be indifferently appointed. They are willing, if it is considered desirable, to remain in temporary possession of those parts of the territories until adequate arrangements shall be made for their settlement and administration by some other authority, and to concede in the mean time lands to settlers on such terms as may be recommended by Her Majesty's Secretary of State, and in any other way to assist Her Majesty's Government in such ulterior views as they may entertain, whether for the purpose of establishing those territories as an independent colony, or of placing them under the Government of Canada.

The Hudson's Bay Company have done what was in their power to promote settlement in such parts of their land as appeared to them most suitable for agricultural improvement. They have been careful, at the same time, not to involve the capital of the shareholders in hopeless speculations of this description. Their principal object has certainly been the fur trade of the country. They made a grant to Lord Selkirk, who established the agricultural settlement of the Red River, and made arrangements with the Puget Sound Company for the same purpose on the territories beyond the Rocky Mountains.

When the disorders and troubles broke out in the Red River country which led to the union of the North West and Hudson's Bay Companies, and to the passing of the Act under which the licence of trade was granted, it was thought better to put an end to separate interests, so that the administration both of colony and trade might be conducted under one authority. The Hudson's Bay Company then re-purchased the Red River settlement, and have since endeavoured to encourage and protect settlers in it; but, owing to the circumstances of the country, the inclemency of the climate, the remoteness of markets, and the difficulty of communication, they acknowledge that their efforts have been attended with but little success.

After the notice given to them of your letter of the 3d November, of the intention wholly to withdraw the licence, the Board had taken measures to adapt the administration of their affairs to the altered circumstances in which they would then be placed. They had decided to diminish their establishments in Canada, and to bring their expenditure within the strict limits required by their trade. Further arrangements of this description will become necessary if the colony on the Red River is no longer to be dependent on their ships and means of conveyance for supplies.

If, however, the Secretary of State sees fit to reconsider his decision to withdraw the licence, the Board will willingly endeavour to concur in any measures by which the hands of the Government may remain unfettered with respect to any policy which changes in America might hereafter recommend; and the credit and authority of the Company might at the same time be maintained.

For fear of further misunderstanding on that point, they think it right to protect themselves, in a suggestion they would respectfully make to Her Majesty's Government, from any supposition that they still desired the renewal of the licence for the purposes of their trade. It is certainly very essential that there should be no interval between the cessation of their authority and the substitution of some other, to prevent or regulate, as far as that may be possible, the interference of strangers with the Indian tribes, and the renewal of the disorders for the prevention of which the Act of 1 & 2 Geo. 4. cap. 66 was passed. The suggestion they would submit to your consideration is, that the licence might be renewed to the Hudson's Bay Company for the usual period of 21 years, with a reservation of power to the Crown to withdraw it at any time, on a notice of two years. They make this suggestion to show their disposition to assist the Government in the difficulties which they are fully aware beset this question. But the Board direct me to repeat, that they cannot undertake the responsibility of remaining charged with the care of order and peace in the Indian country under the temporary grant of a licence, which would almost carry with it an acknowledgment of the doubts which have

been thrown upon their rights, and convey an impression of the weakness and willing submission of the Board to the clamour by which their administration had so unjustly been assailed.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) H. H. BERENS, Governor.

Enclosure in No. 9.

LETTER from the CHAIRMAN of the Hudson's Bay Company to the Right Honourable H. LABOUCHERE, M.P.

SIR, Hudson's Bay House, 18th July 1857.

Encl. in No. 9. I HAVE the honour to acknowledge the receipt of your letter of the 15th instant, communicating a passage from the statement you have received from the Law Officers of the Crown, in reference to the question of the geographical extent of the territory granted by the Charter of the Hudson's Bay Company, and suggesting that such question might, with great utility, as between the Company and Canada, be made the subject of a quasi-judicial inquiry, and desiring to be informed whether I think it probable that the Hudson's Bay Company would consent to appear before the Judicial Committee of the Privy Council in the manner and for the purpose suggested.

I have submitted this communication to my colleagues, the Directors of the Hudson's Bay Company, and as we are desirous to throw no obstacle in the way of settlement of the doubts that have been raised by the people of Canada as to the extent of the territory to which the Company are entitled under their Charter, we shall be prepared to recommend to our shareholders to concur in the course suggested. At the same time you will not fail to see that other interests than those of the Company may be involved in the inquiry, as there are many persons, not now members of the Company, who have acquired, by grants from the Company or otherwise, a title to large portions of the land in question.

Assuming, however, that the object of the proposed inquiry is to obtain for Canada land fit for cultivation and the establishment of agricultural settlers, I would observe, that the Directors are already prepared to recommend to the shareholders of the Company to cede any lands which may be required for that purpose. The terms of such cessions would be a matter of no difficulty between Her Majesty's Government and the Company.

The Board, having in view the present condition of the inquiry before the Committee of the House of Commons, and the agitation which prevails on the question in Canada, are desirous of availing themselves of the opportunity your letter affords to state clearly for your information the principles which will guide them in their future proceedings.

The Board will be ready to bow to any decision which Her Majesty's Government may consider it for the public interests to take with regard to the maintenance or abolition of the exceptional rights and trade of the Hudson's Bay Company, relying confidently on the justice of Her Majesty's Government and of Parliament for just compensation to the present stockholders, and a due consideration of the claims of their factors, traders, and servants in the Indian country, if the time shall have arrived, in the opinion of Her Majesty's Government, for the abolition of the monopoly.

The present holders of the capital of the Company 274 in number, are of the usual class of persons holding stock in other chartered companies, who have invested their money on the faith of the Company's Charter, and in confidence of the permanent character of their rights and property, and are in general indifferent to any other question in the present discussion than the security of their capital and dividends.

The situation of the factors, traders, and servants of the Company is described in the evidence taken before the Committee. As no change in the condition or settlement of the country could well be carried into effect without their willing co-operation and assistance, their just claims must be considered in any new arrangements to be submitted to Parliament.

As respects the Board of Directors, of which I have the honour to be Chairman, their situation is peculiar, and their future conduct must be guided by the disposition of Her Majesty's Government to support them in the future administration of their affairs. They have been rewarded so far, since the union of the Hudson's Bay and North West Companies, by the success of their administration, as proved, not alone by the results of their trade, but by the condition in which they will leave, if they now retire, the government of the whole Indian territories intrusted to their care, as well as by the expressed approbation of every succeeding Secretary of State for the Colonies for the last thirty-seven years.

Looking to the future, they will only consent to undertake the further charge of the Indian territories which would devolve upon them on the renewal of the licence, on the faith of being firmly supported by Her Majesty's Government in maintaining their present establishments in full efficiency. It would be inexpedient, in their opinion, to enter upon a new and further term of their administration without the fullest and most explicit assurance of that support. The Directors have always considered that the settlement of 1821 was sanctioned by the Government and the Legislature, and the monopoly of the Hudson's Bay Company, then re-established and extended, quite as much, if not more, as the best instrument the Government could employ for the administration, security, and peace of the Indian country, as for the advantage of the parties whose interests were united by that settlement. These parties and these interests have been long since replaced by others, and are now represented by the present holders of the stock of the Company.

We do not consider any further legislative measures necessary at present for the government of the Indian territories. The powers under the Charter have hitherto proved sufficient for the

ordinary purposes of administration; and the Government have full powers, under the Act of 1821, to appoint justices and establish courts, independent of the Company, when and where they shall think it expedient. All new establishments of this description will create expense, which must be paid by this country or by Canada, as neither the Red River settlement nor the Indian country have taxable means for the purpose.

We beg to be allowed to add the expression of our opinion, that in whatever arrangements which may now be made for the future government of the country, any mixed authority, or combination of agents, appointed to act with those of the Company, will only weaken an administration which it is essential to strengthen in the present state of affairs.

No competent persons would be found to abandon civilized life to accept such situations with such salary as will be found reasonable; and if they could be found, the probability is, that the want of sufficient occupation will soon engage them in antagonistic discussions with one another, not conducive to the general order or cordiality of the small community whose affairs they will be sent to direct.

The Board is willing to remain in the exercise of its present functions; to concur in any arrangements proposed by Government or Parliament which will not interfere with or obstruct their power of independent management of the concerns of the Company; and to give assistance and support to any magistrates appointed by the Government, in endeavouring to maintain the present undisturbed state of the Indian territories; but they will decline to undertake a divided administration, or accept the responsibility of carrying on the government of the country, under the exceptional circumstances of the case, unless assured of the same cordial and unhesitating support from Her Majesty's Government which they have hitherto enjoyed.

I have, &c.
(Signed) JOHN SHEPHERD.
Governor.

No. 10. No. 10.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, London, February 22, 1859.

I HAVE the honour to acknowledge the receipt of the Earl of Carnarvon's letter, dated the 15th instant,* in which his Lordship, by your directions, informs me that a Despatch has been received from Governor Douglas, stating that on the 3d November last he had proclaimed the revocation of the licence of the 30th May 1838, to the Hudson's Bay Company, of exclusive trade with the Indians, so far as the same embraces the territories comprised in British Columbia. * Page 23.

I have, &c,
(Signed) H. H. BERENS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 11. No. 11.

COPY of a LETTER from H. H. BERENS Esq. to the Right Honourable Sir EDWARD BULWER LYTTON Bart.

SIR, Hudson's Bay House, March 15, 1859.

I HAVE the honour to acknowledge Mr. Under Secretary Merivale's letter of the 9th instant,† and lose no time, after consulting with my colleagues, in replying to it. † Page 23.

With respect to the chartered rights of this Company, I can only repeat that my colleagues and myself are unanimous in considering that we cannot in justice to our proprietors be consenting parties to any inquiry which shall have for its object to challenge the validity of the Charter, and we feel convinced that in any discussion that may arise before Parliament that body will be prepared to act upon the maturely considered opinion which was given by the then law officers of the Crown when the whole matter was submitted to their consideration. I refer to the opinion of Sir Richard Bethell and Sir Henry Keating in July 1857, in which they state that "the questions of the validity "and construction of the Hudson's Bay Company's Charter cannot be considered apart "from the enjoyment that has been had under it during nearly two centuries, and the "recognition made of the rights of the Company in various Acts both of the Govern-"ment and the Legislature;" and that "nothing could be more unjust or more opposed "to the spirit of our law than to try this Charter as a thing of yesterday, upon principles "which might be deemed applicable to it if it had been granted within the last ten or "twenty years." They then go on to state, that in their opinion the Crown could not now with justice raise the question of the general validity of the Charter, but that on

every legal principle the Company's territorial ownership of the lands granted and the rights necessarily incidental thereto (as, for example, the right of excluding from their territory persons acting in violation of their regulations,) ought to be deemed to be valid.

The Board are aware that it is competent to the Canadian Government to disregard these principles, however just and well founded; but they cannot but lament to see, by a Despatch under date December 22, 1858, and published by the Provincial Legislature, that the Canadian Government should have been invited by Her Majesty's Government to adopt such a policy; a course so opposed to that which was enunciated by Mr. Labouchere in his Despatch to Sir Edmund Head of the 22d January 1858, in which he distinctly states that he did not propose to discuss the question of the validity of the claims of this Company over the whole territory known as Rupert's Land, Her Majesty's Government having come to the conclusion that it would be impossible for them to institute proceedings with a view to raise this question before a legal tribunal without departing from those principles of equity by which their conduct ought to be guided.

It is to be regretted that delay should arise on the part of the Canadian Government in determining the course which they have thus been invited to take. If such proceedings are ultimately determined upon for the purpose of contesting the validity of the Charter, we shall be prepared to maintain the rights of our proprietors.

With regard to your suggestion, that the licence should be extended for a period of two years instead of for one year, as before proposed, I beg to state that all the material objections to such a proposal which were pointed out in my former letter with respect to the proposed extension of one year apply equally to an extension for two years. I beg, however, distinctly to state that, in declining to accept a renewal of the licence for a period of two years, that refusal in no way proceeds, as you propose to assume, upon a conviction in our minds that injury to the public interest may not be the consequence of the absence of proper measures for maintaining peace and order in the territories in question. On the contrary, our reason for declining to undertake the preservation of peace upon an extension of the licence for the period of two years only arises from our conviction that such an extension would not secure to the Company a continuance of the weight and influence they have hitherto enjoyed, and so enable them to prevent the threatened mischief. So short an extension would be considered as evidence of the intention of Her Majesty's Government to determine their privileges altogether at the end of that term, and would deprive them of all moral influence over the parties frequenting those territories. We consider that the proposed extension would only give so much more time for excitement and agitation, and would produce a state of things among the unsettled population on the frontier which might with difficulty be controlled by any subsequent administration to be established on the removal of the authority of the Company.

In the opinion of the Board there is no alternative between maintaining the present system in its former efficiency, or providing by legislation a totally different government, which should possess the means for ensuring a proper administration in the Indian territories.

Should the latter alternative be decided upon, our Board will lend their most zealous assistance towards promoting any measures which may be adopted for the purpose.

I have, &c.,

(Signed) H. H. BERENS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.

&c &c. &c.

IV.—Letters to the Hudson's Bay Company.

No. 1. No. 1.

Copy of a LETTER from H. Merivale Esq., to H. H. Berens Esq.

Sir, Downing Street, August 4, 1858.

I am directed by Secretary Sir Edward Bulwer Lytton to acknowledge your letter of the 27th ultimo,* requesting that in the event of my consulting the Law Advisers as to steps to be taken to try the validity of the claims of the Hudson's Bay Company in North America, copy of the letter to those gentlemen might be sent to you, for the purpose of communication to the Company. * Page 9.

I am directed by Sir Edward Bulwer Lytton to say, that he appreciates the reasons which you give for this proposal, and the importance of concert between Her Majesty's Government and the Company, so far as this is attainable; and he has no wish to keep secret from you the nature of the questions which he proposes to put to the Law Advisers. The letter, therefore, when prepared, shall be shown you, if you wish it, before it is sent. But Sir Edward Bulwer Lytton does not think it would be expedient, or consistent with the usual proceedings of Her Majesty's Government in consulting their own Legal Advisers, that copy of the draft letter should be communicated to you for the purpose of laying it before the Company.

I have, &c.

H. H. Berens, Esq. (Signed) H. MERIVALE.

No. 2. No. 2.

Copy of a LETTER from the Earl of Carnarvon to H. H. Berens Esq.

Sir, Downing Street, August 5, 1858.

Events with which you are familiar, which have occurred in the territory west of the Rocky Mountains, having imposed upon the Imperial Parliament the duty of authorizing the establishment of a Government in that quarter of the Queen's Dominions, I am directed by Secretary Sir Edward Bulwer Lytton to request that you will announce to the Directors of the Hudson's Bay Company the intention of Her Majesty's Government to revoke the right of exclusive trade with the Indians, which was given to the Company in the Royal Licence of the 30th May 1838, over so much of the territory in question as is comprised within the Colony of British Columbia.

I am to add, that the revocation will be effected by an instrument which Sir Edward Bulwer Lytton will transmit to the Colony, but not to have operation until received and published there.

I have, &c.

H. H. Berens, Esq. (Signed) CARNARVON.

No. 3. No. 3.

Copy of a LETTER from H. Merivale Esq., to H. H. Berens Esq.

Sir, Downing Street, September 3, 1858.

I am directed by Secretary Sir E. B. Lytton to transmit, for the information of the Hudson's Bay Company, and for any observavions which they may have to offer, the copy of a joint address to the Queen from the Legislative Council and Assembly of Canada on the subject of the Company's territory in that Province. Enclosure.

I have, &c.

H. H. Berens, Esq. (Signed) H. MERIVALE.

Encl. in No. 3.

Enclosure in No. 3.

To the Queen's most Excellent Majesty.

Most Gracious Sovereign,

We, Your Majesty's most dutiful and loyal Subjects, the Legislative Council and Commons of Canada in Provincial Parliament assembled, humbly approach Your Majesty for the purpose of representing—

That the approaching termination of the Licence of Trade granted by Your Majesty's Imperial Government to the Hudson's Bay Company over the Indian territories, a portion of which, in our humble opinion, Canada has a right to claim as forming part of Her territory, renders imperative the adoption of such measures as may be necessary to give effect to the rights of the Province, and presents a favourable opportunity for obtaining a final decision on the validity of the Charter of the Company, and the boundary of Canada on the north and west.

That Canada, whose rights stand affected by that Charter, to which she was not a party, and the validity of which has been questioned for more than a century and a half, has in our humble opinion a right to request from Your Majesty's Imperial Government a decision of this question, with a view of putting an end to discussions and questions of conflicting rights, prejudicial as well to Your Majesty's Imperial Government as to Canada, and which while unsettled must prevent the colonization of the country.

That the settlement of the boundary line is immediately required, and that therefore we humbly pray Your Majesty that the subject thereof may be forthwith submitted for the opinion of the Judicial Committee of Your Majesty's Privy Council, but without restriction as to any question Canada may deem it proper to present on the validity of the said Charter or for the maintenance of her rights.

That any renewal of the licence to trade over the Indian territories should, in our humble opinion, be granted only upon the conditions that such portions thereof or of the other territories claimed by the Company (even if their Charter be held valid) as may be required from time to time to be set apart by Canada or by Your Majesty's Government into settlements for colonization should as so required be withdrawn from under any such licence and the jurisdiction and control of the said Company, and that Your Majesty's Government or the Governor General in Council, should be permitted to grant licences to trade in any portions of the said territories while held by or in occupation of the said Company, upon such conditions for the observance of law and the preservation of the peace, for the prohibition or restriction of the sale of ardent spirits, for the protection of Indian tribes from injury or imposition, and with such other provisions as to Your Majesty's Government or to His Excellency in Council may seem advisable.

That in our humble opinion Canada should not be called upon to compensate the said Company for any portion of such territory from which they may withdraw or be compelled to withdraw, but that the said Company should be allowed to retain and dispose of any portion of the lands thereof on which they have built or improved.

All which we humbly pray Your Majesty to take into Your Majesty's gracious and favourable consideration.

(Signed) N. F. Belleau,
Speaker, L.C.,
Legislative Council, Toronto, 14th August 1858.

(Signed) Henry Smith,
Speaker, L.A.,
Legislative Assembly Hall, Toronto, 13th August 1858.

No. 4.

No. 4.

Copy of a LETTER from H. Merivale Esq., to H. H. Berens Esq.

Sir, Downing Street, September 9, 1858.

* Page 19.

Referring to Lord Carnarvon's letter of the 5th ultimo,* I am directed by Secretary Sir E. B. Lytton to transmit to you, for the information of the Directors of the Hudson's Bay Company, a copy of the Instrument under the Royal Sign Manual which was forwarded to Governor Douglas by the mail of the 2nd instant, revoking the Royal Grant to the Hudson's Bay Company of the 30th May 1838, for the exclusive trading with the Indians, in so far as the same embraces or extends to the territories comprised within the Colony of British Columbia.

Enclosure.

I am, &c.

H. H. Berens, Esq. (Signed) H. MERIVALE.

Enclosure in No. 4. Encl. in No. 4.

COPY of an INSTRUMENT, under the Royal Sign Manual, revoking so much of the Crown Grant of 30th May 1838, to the HUDSON'S BAY COMPANY, for exclusive trading with the Indians, as relates to the territories comprised within the Colony of BRITISH COLUMBIA, dated 2d September 1858.

Victoria, by the grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to all to whom these presents shall come, greeting:

WHEREAS by an instrument under the hand and seal of the Right Honourable Lord Glenelg, then one of Our Principal Secretaries of State, and dated the 30th day of May 1838, We did, for the reasons and considerations therein recited, grant and give our licence to the Governor and Company of Adventurers trading to Hudson's Bay, and their successors, for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and to the westward of the lands and territories belonging to the United States of America as should not form part of any of Our provinces in North America, or of any lands or territories belonging to the said United States of America, or to any European Government, State, or Power, but subject, nevertheless, as therein-after mentioned; and did give, grant, and secure to the said Governor and Company, and their successors, the sole and exclusive privilege, for the full period of twenty-one years from the date of Our said grant, of trading with the Indians in all such parts of North America as aforesaid (except as therein-after mentioned): Provided nevertheless, and We did thereby declare Our pleasure to be, that nothing therein contained should extend or be construed to prevent the establishment by Us, Our heirs or successors, within the territories aforesaid or any of them, of any colony or colonies, province or provinces, or the annexing any part of the aforesaid territories to any existing colony or colonies to Us, in right of Our Imperial Crown, belonging, or constituting any such form of civil government as to Us might seem meet, within any such colony or colonies, province or provinces; and We did thereby reserve to Us, Our heirs and successors, full power and authority to revoke Our said grant, or any part thereof, in so far as the same might embrace or extend to any of the territories aforesaid, which might thereafter be comprised within any colony or colonies, province or provinces as aforesaid:

And whereas We have by Our Commission under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster, this second day of September 1858, in the twenty-second year of Our reign, and in virtue as well of the powers vested in Us by an Act entitled "An Act to provide for the Government of British Columbia," as of all other powers and authorities belonging to Us in that behalf, established within the territories aforesaid a colony, under the title of "British Columbia," bounded, as in the said recited Act is mentioned, to the south by the frontier of the United States of America, to the east by the main chain of the Rocky Mountains, to the north by Simpson's River and the Finlay branch of the Peace River, and to the west by the Pacific Ocean; and including Queen Charlotte's Island, and all other islands adjacent to the said territories, except as therein-after excepted:

And whereas it has appeared to Us expedient that the right of exclusive trade with the Indians, given by Us in manner aforesaid to the Governor and Company of Adventurers trading to Hudson's Bay, and their successors, within the territories in the said instrument described, should no longer be exercised by them within so much of those territories as is comprised within the said Colony of British Columbia:

Now know ye, that We do hereby revoke Our said Grant contained in the herein-before recited instrument of the 30th May 1838, in so far as the same embraces or extends to the territories comprised within the said Colony of British Columbia:

And We do hereby declare, that this present revocation of Our said grant shall take effect within the said colony as soon as it shall have been proclaimed there by the Officer Administering the Government thereof.

No. 5. No. 5.

COPY of a LETTER from the Earl of CARNARVON to H. H. BERENS Esq.

SIR, Downing Street, November 3, 1858.

I AM directed by Secretary Sir E. B. Lytton to acknowledge the receipt of your letter of the 12th October.* * Page 11.

Sir E. B. Lytton will not conceal the disappointment and regret with which he has received that communication, containing, if he understands its tenor correctly, a distinct refusal on the part of the Hudson's Bay Company to entertain any proposal with a view to adjusting the conflicting claims of Great Britain, of Canada, and of the Company, or to join with Her Majesty's Government in affording reasonable facilities for the settlement of questions in which Imperial no less than Colonial interests are involved.

It is Sir E. B. Lytton's anxious desire to come to some equitable and conciliatory arrangement by which all legitimate claims of the Hudson's Bay Company should be fairly considered, in reference to the territories or the privileges they may be required to surrender; but if the decision, as conveyed in your letter, be regarded as final, all power to

facilitate such an arrangement is withdrawn from his hands. By that decision Sir E. B. Lytton sees with regret that a process of temperate and amicable inquiry and adjudication must be exchanged for a legal conflict, where all parties concerned will be brought into antagonistic and even hostile relations, and where it is manifest that the terms of compensation, compromise, and mutual convenience, which Her Majesty's Government would, under other circumstances, have been able to negotiate, must become far more difficult of attainment, if not actually unattainable.

Unsatisfactory as this result would be, Sir E. B. Lytton will not feel at liberty to decline it He desires that the Hudson's Bay Company should distinctly understand, that in his opinion the time for arriving at some authoritative definition of conflicting claims can no longer be postponed with safety or in justice to public interests, and that both Canada and the British Parliament might justly complain of further and unnecessary delay.

But before deciding finally upon the course to be pursued, he desires to place once more the question before the Hudson's Bay Company, with a sincere hope that on a fuller consideration they may see the expediency of modifying the determination which your letter announced.

Where on all sides interests so great and various are concerned, the wisest and most dignified course will be found, as Sir E. B. Lytton has on previous occasions pointed out, in an appeal to and a decision by the Judicial Committee of the Privy Council, with the concurrence alike of Canada and of the Hudson's Bay Company.

If the adoption of such a procedure be advantageous to the interests of all parties concerned, Sir Edward cannot but think it would be particularly for the interest of the Hudson's Bay Company. It would afford a tribunal pre-eminently fitted for the dispassionate consideration of the questions at issue; it would secure a decision which would probably be rather of the nature of an arbitration than of a judgment; and it would furnish a basis of negotiation on which reciprocal concession and the claims for compensation could be most successfully discussed.

In such an event Sir E. Lytton would be prepared to agree, that the Company, if they succeed in maintaining the full rights which they claim, should be indemnified against the costs, and that in any other result it should be understood that each party should bear its own expenses incident to the proceeding.

It is not for Sir E. Lytton to dictate to the Company the course which they should pursue, but I am to place distinctly before them his own intentions, and to leave them to decide.

If, on the one hand, the Company will meet Sir E. B. Lytton in finding the solution for a recognized difficulty, and will undertake to give all reasonable facilities for trying the validity of their disputed Charter, they may be assured that they will meet with fair and liberal treatment, so far as Her Majesty's Government are concerned; but if, on the other hand, the Hudson's Bay Company persist in declining these terms, and can suggest no other practicable mode of agreement, Sir E. B. Lytton must hold himself acquitted of further responsibility to the interests of the Hudson's Bay Company, and will take the necessary steps for closing a controversy too long open, and for securing a definite decision, which is due to the material development of British North America, and the requirements of an advancing civilization. It is only fair to add, that in such case the renewal of the exclusive licence to trade in any part of the Indian territory, a renewal which could only be justified to Parliament as part of a general arrangement, adjusted on the principles of mutual concession, must become impossible.

I have, &c.

H. H. Berens, Esq. (Signed) CARNARVON.

No. 6.

No. 6.

Copy of a LETTER from the Earl of Carnarvon to H. H. Berens Esq.

Sir, Downing Street, January 28, 1859.

With reference to former correspondence on the pending questions between Her Majesty's Government and the Hudson's Bay Company, I am directed by Secretary Sir E. B. Lytton to request you will inform the Directors of the Hudson's Bay Company, that Her Majesty's Government, after the most matured consideration, are not prepared to grant to the Company a renewal for a term of years of the licence of exclusive trade

which they now enjoy over the territories of North Western America, but which is not claimed under their Charter, and not included in British Columbia. At the same time, regard being had to the proximity of the period at which the present licence will expire, namely, in May next, and the injury to the public interest in the regions comprised in the licence which might, in the present state of things, arise from its termination at that date, Her Majesty's Government are willing to grant the Hudson's Bay Company a fresh licence for one year, to commence from the expiration of the present licence.

I have, &c.

H. H. Berens, Esq. (Signed) CARNARVON.

No. 7. No. 7.

Copy of a LETTER from the Earl of Carnarvon to H. H. Berens Esq.

Sir, Downing Street, February 15, 1859.

I am directed by Secretary Sir E. B. Lytton to inform you that a Despatch has been received at this office from Governor Douglas, reporting that on the 3rd of last November he had duly proclaimed the revocation of the licence of the 30th May 1838, to the Hudson's Bay Company, for exclusive trading with the Indians, in so far as the same embraces the territories comprised in British Columbia.

I have, &c.

H. H. Berens, Esq. (Signed) CARNARVON.

No. 8. No. 8.

Copy of a LETTER from H. Merivale Esq. C.B., to H. H. Berens Esq.

Sir, Downing Street, March 9, 1859.

I am directed by Secretary Sir E. B. Lytton to acknowledge your letter of the 8th February last,* conveying, on the part of the Directors of the Hudson's Bay Company, their refusal to entertain the proposal which he had caused to be submitted to them, that Her Majesty should be advised to renew their licence of exclusive trade with the Indians for a year. * Page 13.

Your letter, however, goes also at considerable length into a general statement of the present position of the Hudson's Bay Company, and defence of its conduct; and it becomes necessary that Sir E. Lytton should enter upon that wider field of discussion, so far at least as may be required in order to justify the proceedings of Her Majesty's Government, before he replies to the more urgent part of your communication.

I am to state at the outset that Sir E. B. Lytton has received from the Governor of Canada a despatch, copy of which is enclosed, informing him that the local government require to consult the Legislature before deciding whether they will or will not undertake legal proceedings against the Company. 29th Jan. 1859. *Vide* page 4.

Sir E. Lytton, in regretting this delay, trusts that it will not be much prolonged. It is obviously due to Canada, on a matter in which she is so much concerned, to grant a reasonable time for a definite answer from the Province; but as it is also desirable that the whole question regarding the Charter territories should be settled in the course of the present session, it is Sir Edward's intention to inform the Governor General of Canada that if the answer does not arrive by the 1st of May Her Majesty Government must feel themselves free to act.

To return to the general subject of your letter. The late Government, as your letter recites, were willing to test before the Judicial Committee, not the existence, but the extent of the rights claimed under the Charter To this proposal the Company assented, but Canada declined to take part in an inquiry so limited. Whatever the original advantages of such a scheme may have been, the refusal of Canada to take part in the proceedings absolutely nullified it. A decision as to the limits of the Charter, waiving the question as to its general validity, could, after that refusal, have bound no one except the mere parties to the proceeding, and would have been practically useless.

That refusal was only conveyed to Sir E. B. Lytton by despatch from Canada of the 16th August last. I am to notice this, only to show that Her Majesty's Government are chargeable with no unnecessary delay, having, notwithstanding the great importance of the subject, allowed as little time as possible to elapse without taking steps in the transaction.

Her Majesty's Government had now to consider what effect they could give to the 13th Resolution of the Committee of the House of Commons, in which, after specifying the principal objects which they thought desirable, added, "How far the chartered rights "claimed by the Company may prove an obstacle to their attainment they are not able, "with any certainty, to say. If this difficulty is to be solved by amicable adjustment, "such a course will be best promoted by the Government, after communication with the "Company, as well as with the Government of Canada, rather than by detailed suggestions emanating from this Committee."

With the best attention which they could give to this recommendation, Her Majesty's Government could not but see that the fairest and most direct method to accomplish it was to test, not the limits, but the validity of the Charter itself, and they were, and remain of opinion that this was best done by the consent of the three parties concerned.

Sir E. B. Lytton is well aware of the proposals made by the Company in Captain Shepherd's letter of 18th July 1857, which are referred to (and a little extended, as regards Saskatchewan,) in yours which he is now answering. He must be permitted to say, that those proposals, though conceived with the sincerest desire to avoid litigation, by no means met the exigencies of the case.

Those proposals simply were (for the present purpose) to relinquish to Government "land fit for cultivation and the establishment of agricultural settlers," land as yet unascertained, and in all probability for the present but trifling in extent. Such an offer he could hardly have considered from the beginning sufficient; but it has become from subsequent causes (using the phrase without the slightest imputation on the motives of those who made it) illusory. The occupation of British Columbia has rendered more urgent than ever a policy even before that time recommended by the course of events, namely, to connect the two sides of British North America without the obstacle interposed by a proprietary jurisdiction between them. The difficulty of maintaining the jurisdiction of the Hudson's Bay Company over that intervening region becomes daily more evident, and the certainty also that if any attempt were made to maintain it Her Majesty's Government would be called on to furnish the means. On the other hand, it appears to be the general opinion among lawyers that the monopoly of trade claimed by the Company (under the Charter) is invalid altogether; and that this monopoly could only be defended indirectly by pushing to extreme limits the consequence of a most invidious territorial grant, enabling the Company, as landlords, to exclude traders as trespassers. Sir E. B. Lytton cannot at all, therefore, agree with the Directors in referring the precarious position of the Company to the mere general unpopularity of monopolies. The weakness of their case arose, and still arises, from causes far more special and urgent; and it was obviously to be apprehended that Her Majesty's Government might, as protectors of the rights of her subjects generally throughout the empire, be called on to defend the claimants of assumed rights which had never been fairly submitted to investigation. It was quite impossible for them to be contented, in the interest of the public, with such offers as the Company had made, and to leave the general question unsettled; and to settle it without the assent of the Company was at least to be avoided until that assent had been formally invoked.

It was with this view that the letters addressed to you from this Department on the 3d September and 3d November last,* to which you refer, were written. And it was with the same view that Sir Edward Lytton endeavoured, during the stay of the Canadian ministers in England, last autumn, to induce them to bring Canada to a decision as to her part in the proceedings to be taken.

* Pages 19 and 21.

And Sir Edward Lytton feels it due to himself and his colleagues to disclaim most distinctly the supposition, expressed or implied, that the proposal conveyed to the Company in those letters was conceived in any spirit of hostility. On the contrary, it is his conviction now, as it was when those letters were written, that the Directors would consult the interest of their shareholders most effectively by causing it to be accepted. In this way all outstanding questions could be solved. Sir Edward Bulwer Lytton felt, that if the decision of the Judicial Committee was in favour of the Company, and to the full extent claimed, then the Company would stand in a more advantageous position before the country, in claiming compensation for ascertained rights, if required to relinquish them for the public benefit, than they possibly could at present. If, on the

other hand, the decision of that Committee were unfavourable to the Company, they would at all events still possess that claim to equitable consideration to which long usage, and the investment of extensive capital on the faith of supposed rights, might fairly entitle them ; and although Her Majesty's Government could not of course give any distinct pledge in this latter event, no one acquainted with the general desire of Parliament to do justice to vested interests would be likely to apprehend serious danger.

In short, as the main, and perhaps the sole practical difficulty, in coming to the most amicable arrangements with the Company, appears to lie in ascertaining, not so much the amount of compensation, as the principle and mode on which it can be assessed with the approval of Parliament, so that difficulty appeared at once to be surmounted by ascertaining, without dispute, the nature of the right upon which claims for compensation may be fairly based.

The Directors, however, judged differently from Sir Edward Bulwer Lytton on this question. Sir Edward does not question their right to decide as they thought best for the interest of their shareholders. He can only express his regret at a determination which retains the very difficulty in the way of speedy and amicable settlement which he had sought to remove. As the case now stands, should Canada resort to legal proceedings, negotiation is of course at an end until the result of such proceedings is known. Should she refuse to do so, it will then be for Sir Edward Bulwer Lytton to consider whether negotiation with the Company can be resumed, or whether, in the last resort, Her Majesty's Government must take the matter into their own hands, and proceed on their own account as they may be advised. But in any case he can with justice assure the Directors that his determination will be founded on a regard to public interests only, and without the slightest bias of hostility towards the Company.

It remains for me to convey Sir E. B. Lytton's reply to the immediately practical part of your letter, that referring to the renewal of your licence over the non-charter territories.

The Directors reject his offer of a year's licence, but they are ready (in the public interest) to accept a renewal for twenty-one years, terminable at two years' notice.

Sir E. B. Lytton is sorry he cannot meet their views by acceding to this proposal, although he can well conceive, and would indeed desire, arrangements by which the Indian territory, and all land not likely to be soon colonizable, might be left to the jurisdiction of the Company, provided, on the other hand, the lands adapted for colonization were surrendered to the Crown ; yet while the latter object remains unachieved he does not believe that Parliament or the public would be inclined or ought to assent to a measure which would give Her Majesty's Government, in concert with the Company, the power of continuing the licence for twenty-one years.

But he wishes to show every reasonable respect to the argument which you draw from the distance of many of the posts in the licence territory, which, by rendering communication with them extremely slow, would make a year's extension of comparatively trifling importance for the purposes in view. The delay in obtaining the decision of Canada may also be fairly taken into consideration as opposing obstacles to arrangements with the Company by which the objection to an ultimate extension of the licence might be removed. He is ready, therefore, to make the extension of two years' duration instead of one.

In making this proposal he believes he is acting in the interest of the Company, even in a pecuniary sense alone ; that, however, is a question for the Directors and shareholders, and not for himself. He only refers to it in order to show how far he is from being actuated by any motives inimical to the Company. But the really important aspect of the question (as the Directors will fully agree with him) is that which regards the maintenance of peace and order, and the welfare of the Indian race ; and while he believes that the dangers represented as likely to arise if the trade of the Company ceased to be protected by licence, are much exaggerated, yet he is desirous to guard against the possibility of such dangers during the interval that must elapse necessarily (without any fault of his own) between the abrupt termination of the Company's jurisdiction in parts so remote and the establishment of any other machinery for the safety of the Indians which it might be in the power of the Government to devise. He is certain that the Directors will take a similar view of this part of the question, and he is satisfied that if they reject his present offer they will do so on full conviction, from their own superior knowledge, that no evil consequences are to be apprehended from the sudden termination of their licence. But should this be an error in judgment on their part, the responsibility for the consequences will not lie with Her Majesty's Government.

Sir E. B. Lytton trusts that as early an answer as practicable may be returned to this letter, as little time is left for communicating with the Governor of British Columbia before the termination of the licence; and it may be necessary (in the event of your refusal) to apply to Parliament for an amendment of the present Acts.

I have, &c.

H. H. Berens, Esq. (Signed) H. MERIVALE.

POSTAL SUBSIDIES, &c. (CANADA, &c.)

RETURN to an Address of the Honourable the House of Commons, dated 29 March 1859;—*for*,

"COPIES of the ADDRESS from both Branches of the Legislature of Canada to Her Majesty, relative to POSTAL SUBSIDIES and the INTERCOLONIAL RAILWAY:"

"And, of the CORRESPONDENCE between the Delegates from *Canada*, *New Brunswick*, and *Nova Scotia*, and Her Majesty's Government, relative to the INTERCOLONIAL RAILWAY from *Halifax* to *Quebec*."

Colonial Office, 22 July 1859. } C. FORTESCUE.

— No. 1. —

(No. 31.)

No. 1. Right Hon. Sir E. Head, Bart., to Right Hon. Sir E. B. Lytton, Bart., M.P. 4 March 1859.

COPY of a DESPATCH from Governor General Right Honourable Sir *E. Head*, Bart., to the Right Honourable Sir *E. B. Lytton*, Bart., M.P.,

Government House, Toronto, 4 March 1859.

Sir, (Received, 22 March 1859.)

I HAVE the honour to transmit herewith a joint Address from the Legislative Council and Assembly of Canada to Her Majesty the Queen on the subject of a postal subsidy to ocean steamers, which I request may be laid at the foot of the Throne.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 1.

To the Queen's Most Excellent Majesty.

Most Gracious Sovereign,

WE, your Majesty's dutiful and loyal subjects, the Legislative Council and Commons of Canada, in Provincial Parliament assembled, humbly approach your Majesty for the purpose of representing— Encl. in No. 1.

That the efforts and resources of Canada have been, for many years, studiously directed to developing the trade of the St. Lawrence, which is the natural outlet not only of the Province, but also of the American States bordering on the great lakes.

That almost the whole direct public debt, amounting to 7,000,000 *l.*, has been created in view of this object, and the people of this Province have confidently looked forward to the completion of our canal and railway system for obtaining such a share of that commerce as might render our provincial works productive, and relieve our revenue of the very heavy charges upon it for interest on this expenditure.

That by the outlay referred to, the charge for inland freight from the great lakes to Montreal and Quebec has been reduced to nearly one-half less than to New York, but the ocean freight from these respective ports to Liverpool is in a still greater proportion in favour of New York, and consequently the trade continues to seek that channel.

That consequently the aim of the Canadian Government has been directed to the best mode of reducing the ocean freight to a par with that from New York, and it has been conclusively shown, by the evidence taken before a Committee of the Legislative Assembly, that the large subsidies paid by the British Government to the Cunard line of steam ships have operated as a direct bounty to the ports of New York and Boston, reducing freights to and from these cities, and so far defeating the objects and interests of Canada, and drawing provincial trade largely into American channels.

 That

That on the initiation of the steam mail service to America, there were no doubt cogent reasons why the United States ports should be the ultimate destination of the British steamships, and Canada never complained of her interests being overlooked in these original arrangements; but of late years it has become painfully manifest to the whole public of the Province, that the continued operation of the large subsidy to vessels plying to New York and Boston was exceedingly detrimental to Canada, and far overbalanced the convenience of the mail service; and so strong did the feeling become, that the Provincial Government felt compelled to undertake a direct mail service with Liverpool from the St. Lawrence, fortnightly in summer, and monthly to Portland (United States), the terminus of the Grand Trunk Railway, in winter.

That this line of steamers has been in successful operation for three years, and has proved so satisfactory that the Canadian Government has contracted for a weekly service during the entire year, at the heavy cost of 55,000 *l.* currency annually.

That the operation of the Canadian line has conclusively shown that the St. Lawrence is the shortest and most direct route to Canada and the Western States; and it was the confident expectation of Canada that, when the period arrived for considering the continuance of the contract for the mail service performed by the Cunard line, communication would have been had with this Colony on the subject, especially as it had been shown by our acts that the existing arrangements were not satisfactory either for the mail service or commerce of this important Dependency of the Empire; and that, in view of Canada's having established a direct line at a heavy expense (although only about one-fourth of the amount paid for a similar service to the Cunard line by the British Government), and in view of the fact that the British Government has, in regard to all other Colonial Dependencies of the Empire, evidenced a desire to foster and protect their interest by granting large subsidies to lines of steamers established partly with a view to the extension of their commerce, and partly for the purpose of facilitating postal communication, no renewal of the contract would have taken place without negotiations to which Canada might be a party.

That we learn, with much regret, that it has pleased your Majesty's Government to renew the contract with the Cunard Company till 1867, without any opportunity having been afforded to the Government of Canada to urge such arrangements as would have been conducive to the prosperity of the Colony.

That the British Government has granted subsidies to the following lines, viz.:—

The line to the West Indies - - - - -	£. 270,000
The line to the Mediterranean - - - -	244,000
The line to the Australian - - - - -	185,000
The line to the South American - - - -	25,000

That the Cunard line now subsidised by the British Government, although touching fortnightly at Halifax, is essentially a line to the United States, and prejudicial to Canada, the overland route *viâ* Quebec and Halifax having, for a length of time, been partially and being now entirely abandoned as a channel of communication between Great Britain and Canada.

That the said line is, in fact, wholly devoted to the trade between the United Kingdom and the United States ports of New York and Boston, in opposition to the British Colonial ports of the St. Lawrence; thus placing the mother country in the invidious position of fostering foreign interests in preference to those of her own Colonies; and that even if the grant were made distinctly for the conveyance of the United States' correspondence, Canada is prepared to show that the St. Lawrence forms the best and most rapid means of transmitting these mails in summer, and that the most expeditious route in winter is by Portland, and will be so until the intercolonial railway between Halifax and Quebec is constructed.

That we cannot conceive it possible that the British Government desires to create any invidious distinction between this country and the other Colonies of the Empire; and as there appear no other means by which impartial justice can be afforded to Canada than by extending assistance to the line of steamers plying to the St. Lawrence ports, to which line the Province has already contributed as liberally as its revenues warrant, and there exist very grave doubts whether the St. Lawrence steamers will be able to continue their services against the advantages obtained through the subsidy to the Cunard line of steamers, we humbly pray that no renewal of the Cunard contract be made; that no subsidy be granted to any other transatlantic line, until Canada shall have had an opportunity of urging such arrangements as will conduce to its prosperity; and that your Majesty will be graciously pleased to extend to the Canadian steamers such assistance, by way of subsidy, as will place them upon an equal footing with other lines of steamers plying between British and Colonial ports.

(signed) *N. Y. Belleau*,
Speaker, L. C.

Legislative Council Chamber, Canada,
Toronto, Wednesday, 2 March 1859.

(signed) *Henry Smith*, Jun.,
Speaker.

Legislative Assembly Hall, Canada,
Toronto, Friday, 25 February 1859.

— No. 2. —

No. 2.
Letter from Delegates from Canada, New Brunswick, and Nova Scotia to the Secretary of State.
26 October 1858.

COPY of a LETTER addressed by the Delegates from Canada, New Brunswick, and Nova Scotia to the Secretary of State.

3, Charles-street, St. James's-square, London,
Sir, 26 October 1858.

THE subject of an intercolonial railway from Halifax to Quebec has been so frequently and so fully discussed, both as between the Colonies interested, and between those Colonies and the Home Government, that the undersigned do not now propose to reproduce at length the arguments which have been from time to time urged in favour of its construction.

The late Earl of Durham, in his Report upon the affairs of British North America, suggested the importance of this railway.

The first practical step, however, was taken in the organisation of a survey by Mr. Gladstone, when Secretary of State for the Colonies in 1846, which survey occupied a considerable period of time, involving a large amount of expense, and to which expense Canada, New Brunswick, and Nova Scotia contributed.

Earl Grey, when Secretary of State for the Colonies in 1851, distinctly pledged the Imperial Government to aid in making the line by affording the Imperial guarantee to the payment of the interest on the capital required for the work, and this pledge would doubtless have been carried out at the time, had not a difficulty arisen as to a branch line from the main line into the State of Maine, for the cost of which Mr. Howe, of Nova Scotia, also claimed the Imperial guarantee.

Subsequently in 1852, Mr. Hincks, on behalf of Canada, and Mr. Chandler, acting for New Brunswick, brought the matter under the notice of Sir John Pakington, then Secretary of State for the Colonies, who in effect repeated the pledge of Earl Grey, but a difficulty arose as to the route.

His Grace the Duke of Newcastle, as Secretary of State for the Colonies in the ensuing year, had the project under consideration with a view to carrying it out; the Russian war, however, unfortunately intervened, and prevented any progress being made until last year (1857), when Messrs. Macdonald & Rose from Canada, and Messrs. Johnson and Archibald from Nova Scotia, again made application to the Home Government, and submitted to Mr. Labouchere propositions for the completion of this Railway.

The undersigned have thus, but briefly, referred to the action in relation to this question as between the Imperial and Colonial Governments, knowing, sir, as they do, that you are fully acquainted with its history in all its bearings, and that a reference to the Parliamentary Blue Books for the documents and despatches alluded to will be more convenient and satisfactory to you than a repetition of their contents.

It must be borne in mind, however, that the state of the question in the Colonies interested has been materially changed since the correspondence with Earl Grey and Sir John Pakington.

At that time Canada, New Brunswick, and Nova Scotia had not in fact taken any step incurring debt or liability for the purpose of aiding the project; and it is proposed here to state briefly what has been done, and what liabilities incurred in the respective Provinces, towards carrying out this great Imperial and Provincial work.

Canada has not only provided for the construction of a line of railway from Quebec to Montreal, and thence westward, passing through Kingston and Toronto to the western boundary of that Province at Sarnia, the foot of Lake Huron, but 40 miles below Quebec have been made, and are now worked for traffic; and during next year a further distance of 70 miles to Riviere du Loup, now being made, comprising in the aggregate 110 miles below Quebec, or 864 miles in all, from Riviere du Loup to Sarnia, will be completed, at a cost to the Province of 3,111,500*l.* sterling, raised and paid out since 1852, to aid in the construction of this railway, and involving an annual charge upon the revenues of the Province to the extent of 186,000*l.* sterling. From Riviere du Loup to the New Brunswick frontier the distance to be yet made depends upon the route selected, the shortest distance being about 50 miles; and there will then

be a continuous line of railway throughout the entire length of Canada, from its extreme eastern boundary on the New Brunswick border to its western boundary at Sarnia, on Lake Huron.

In addition to this large outlay, Canada will contribute the sum of 20,000 *l.* sterling annually, to aid in raising the capital for the completion of this important work.

New Brunswick has incurred a heavy debt in the construction of railways. Upon the completion of the unfinished portion of the road between Shediac and the city of St. John, a distance of 110 miles, which are now under contract, her total expenditure for the construction of railways will exceed 800,000 *l.* sterling, for which she will be subject to the payment of an annual interest of 48,000 *l.* sterling. She has already given 100,000 acres of land to the St. Andrew's and Quebec Railway and Land Company, and has pledged a further large grant of land, and agreed to pay an annual sum of 5,000 *l.* sterling to the same company on certain conditions, to assist in the construction of a railway from St. Andrew's to Woodstock, a distance of 85 miles, 60 miles of which will be finished this autumn. Notwithstanding these large expenditures, New Brunswick will now provide a free right of way, and contribute 20,000 *l.* sterling annually to aid in raising the necessary capital for the completion of the Intercolonial Railway.

Nova Scotia, before the close of this year, will have opened for traffic 61 miles of the trunk line from Halifax to Truro, and a branch line of 31 miles, connecting the main line with Windsor and the fertile counties of the western portion of the Province on the basin of mines, has been in operation since June last.

This portion of the trunk line has cost about 500,000 *l.* sterling, and the Windsor branch 300,000 *l.* sterling, the interest of which is chargeable upon the revenues of the Province, the capital having been raised upon provincial debentures bearing six per cent. interest. To complete the trunk line from Truro to the borders of New Brunswick there remain about 69 miles.

Unless it be in connexion with the Intercolonial Railway, it forms no part of the policy of Nova Scotia to carry the line from Truro to the New Brunswick frontier, as, unaided, it is entirely beyond her resources; and a line is now being located from Truro to Picton, by which communication will be opened with the Gulf of St. Lawrence, Prince Edward's Island and the eastern counties, including Cape Breton.

In the event, therefore, of the present effort failing to enlist the sympathy and co-operation of the Imperial Government in completing the Intercolonial Railway, in which the general interests of the empire are so largely involved, Nova Scotia must turn her resources to the construction of the line to Picton; and no hope can be entertained that she will afterwards be able to contribute to the Quebec and Halifax line, as all her means will have been expended upon the local lines already indicated. So deeply impressed is she, however, with the immense importance of this great Imperial and Colonial Railway undertaking, that, although nearly one-half of the line through Nova Scotia has been made and completed since the action of her Legislature in 1849, she is now willing to renew the pledges then given, to grant a free right of way, and provide and pay 20,000 *l.* sterling annually, so long as it may be required, to aid in meeting the interest of the additional capital to be expended in making the line from Truro to Riviere du Loup.

Referring, then, to the action of the Home Government; to the pledges of Earl Grey in 1851; to the adoption of those pledges in effect by Sir John Pakington in 1852; and to the repeated admissions on the part of the Imperial authorities that the interests and integrity of the empire are involved in the speedy construction of this railway, the undersigned respectfully submit, that the period has arrived when it is essential that the Imperial assistance necessary be granted.

It is estimated that the different sections required to complete the line from Halifax to Quebec may now be made at a cost of three millions and a half of pounds sterling. If the million and a half of pounds which Canada owes to, and proposes to raise and pay off at once to the Imperial Government, be appropriated, there remain but two millions more to be provided; and to meet the interest on this sum, each province here Proposes to contribute to the extent of 20,000 *l.* sterling, in each year.

The

The British North American Provinces would thus be brought together and consolidated ; the postal communication between England and all North America would be conducted through Halifax, and that for the United States would thus pass first through British territory, inasmuch as letters for Boston, New York, and other American cities would reach their destination sooner through Halifax and over the rail than in any other way.

When the Intercolonial Railway is completed, there will be an unbroken communication by railway from Halifax, in Nova Scotia, to the western part of Canada, at Sarnia, extending over a distance of about 1,400 miles in the direction of British Columbia and Vancouver's Island, the whole being in the dominions of the Queen ; and from Sarnia there is now an unbroken water communication for steamers and vessels of the largest class to the head of Lake Superior, at Fort William, a further distance of nearly 1,000 miles.

The military objects are now so thoroughly understood, and have been so fully dwelt upon in former communications on the subject of this railway that they are not here repeated.

Trusting that this important matter may receive the early and favourable consideration of Her Majesty's Government,

We have, &c.

(signed) *G. E. Cartier*, *Jno. Ross*, *A. T. Galt*, } Canada.

Charles Fisher, *A. P. Smith*, } New Brunswick.

Charles Tupper, *W. A. Henry*. *R. B. Dickey*, } Nova Scotia.

— No. 3. —

No. 3.
Letter from Canadian Delegates to the Secretary of State.
16 November 1858.

Enclosure.

COPY of a LETTER from the Canadian Delegates to the Secretary of State.

Sir, London, 16 November 1858.

WE have the honour to enclose a copy of the joint letter from the Delegates from the British North American Colonies to the Chancellor of the Exchequer, on the subject of the Intercolonial Railway ; and we venture to express the hope that Her Majesty's Government may be able to give an early and favourable consideration to the question.

We have, &c.

(signed) *John Ross.*
A. T. Galt.

Enclosure in No. 3.

Encl. in No. 3.

To the Right Hon. *B. Disraeli*, Chancellor of the Exchequer, &c. &c. &c.

Sir, London, 13 November 1858.

IN the interview with which we were honoured by the Secretary of State for the Colonies, on the subject of the Railway from Halifax to Quebec, Sir E. B. Lytton stated that while the construction of this work unquestionably entered into Imperial policy, it involved questions more peculiarly financial, and that he therefore wished us to address you, and in submitting our united application, to add our views of the manner in which the British Exchequer would be affected by your assent to our proposal.

A reference to the enclosed copy of our joint letter to Sir E. B. Lytton will show you, that estimating the capital required to be 3,500,000 *l.*, the Imperial Government are asked to apply 1,500,000 *l.*, now payable by Canada, and to guarantee, if necessary, the proposed grant by the three Colonies of 60,000 *l.* per annum. Assuming, which we trust will not be questioned, that the obligations of the several Provinces will be honourably met, as has always hitherto been the case, the amount of aid asked from the British Government, to secure an object admittedly of vast Imperial interests, is limited to the grant of 1,500,000 *l.*, representing, at 4 per cent., an annual charge on the British Exchequer of 60,000 *l.*

Against this sum it is claimed that the construction of the Railway would relieve Great Britain of certain known charges:

	£.	s.	d.
Payment to United States Government for the transmission of mails to and from Canada - - - - -	25,000	-	-
Reduction in ocean services, as now performed by the Cunard line, Halifax being 547 miles nearer Liverpool than New York, in proportion to the whole subsidy, at least - - - - - - - - - -	35,000	-	-
Saving in transmission of troops and munition of war, at least - - - - - - - - - - -	10,000	-	-
	£. 70,000	-	-
To which may be added the sum which would be paid by the United States Government for the transmission of their mails by the Railway, at least as much as is now paid by the British Government - - - - -	25,000	-	-
	£. 95,000	-	-

On financial grounds we therefore do not hesitate to state our conviction that a large reduction may be effected in existing charges upon the British revenue; while, at the same time, the other and more important Imperial political objects will be attained.

We have now fully stated our views on this important subject, and it only remains for us to express our hope that if Her Majesty's Government are desirous of extending their aid they may be pleased to advise us of their views, and should they not be prepared to adopt the precise scheme submitted by us, that they will be pleased to inform us of the mode by which they consider the object can be attained more consistently with the interests of the Imperial Government.

We may add, that if it should be more consistent with your views to grant aid to this proposed Railway by way of subsidy, for the services hereinbefore enumerated, instead of an absolute grant of money, it would equally meet the expectations and desires of the several Colonies.

We have, &c.

(signed) *G. E. Cartier*, per *A. T. Galt.*
John Ross.
A. T. Galt.
Charles Fisher.
A. J. Smith.
Charles Tupper.
W. A. Henry.
A. B. Dickey.

— No. 4. —

No. 4.
Sir E. B. Lytton, Bart., M.P., to Governor General of Canada, and the Lieut. Governors of New Brunswick and Nova Scotia. 24 December 1858.

COPY of a DESPATCH addressed by Sir *E. B. Lytton* to the Governor General of Canada, and the Lieutenant Governors of New Brunswick and Nova Scotia.

Sir, Downing-street, 24 December 1858.

YOU are doubtless aware that frequent communications have passed between me and the delegates who visited this country from the British Provinces in North America, relative to the proposal that some Imperial aid should be granted towards the completion of an Intercolonial Railway from Halifax to Quebec. The subject has not failed to receive the anxious consideration of myself and my colleagues.

I need scarcely say that the project is one which Her Majesty's Government cannot regard otherwise than with the best wishes. Even were no national object concerned, it would be highly gratifying to them that the British Provinces in North America should reap the local advantages which would be derived from the completion of this great line of railway. Those advantages, it is true, would not justify an outlay of British funds, inasmuch as it is evident that for an Imperial expenditure there must be an Imperial object; but I readily admit that the plan does likewise embrace interests of a general and national character. Independently of any military advantages which might attend the existence of an uninterrupted communication by rail over British territory in the event of any disturbance of the existing friendly relations of Great Britain with

with all other countries, some benefits of an Imperial kind would at once accrue from the completion of the Intercolonial Railway; the letters from England would pass over a shorter and cheaper route; and the movement of troops would gain in point of convenience and economy.

As to the probable amount of such financial benefits to the mother country, there would probably be some difference between the calculations suggested by the delegates and those formed by the official departments in the Imperial service to which the consideration of matters affecting the conveyance of troops or the carriage of letters would specially belong. It is unnecessary, however, at present to raise that question, and I readily grant that it involves others, both of kindly feeling towards Provinces so loyal and so important, and of general policy in the increased strength and compactness produced by rapid communication, which it would be impossible to reduce to figures and specify in estimates.

But still the national expenditure must be regulated by the national resources. And, however important may be the foregoing advantages, it has been found that objects of interest to Great Britain yet more urgent must yield to the necessity of not unduly increasing at the present moment the public burthens. For this reason, I can only express my deep regret that, while doing full justice to the ability of the arguments advanced by the gentlemen who visited this country as delegates upon the subject, and while far from undervaluing the benefits of an intercolonial communication by railway, Her Majesty's Government have not found themselves at liberty to accede to the proposal of granting Imperial aid towards the completion of the line between Halifax and Quebec.

I have, &c.
(signed) *E. B. Lytton.*

POSTAL SUBSIDIES, &c. (CANADA, &c.)

COPIES of the ADDRESS from both Branches of the Legislature of *Canada* to Her Majesty relative to POSTAL SUBSIDIES and the INTERCOLONIAL RAILWAY; and, of the CORRESPONDENCE between the Delegates from *Canada*, *New Brunswick*, and *Nova Scotia*, and Her Majesty's Government relative to the INTERCOLONIAL RAILWAY from *Halifax* to *Quebec*.

(*Mr. Wyld.*)

Ordered, by The House of Commons, *to be Printed*,
25 *July* 1859.

112—Sess. 2.

Under 1 *oz.*

BRITISH COLUMBIA.

PAPERS

RELATIVE TO THE

AFFAIRS OF BRITISH COLUMBIA.

PART II.

Copies of Despatches from the Governor of British Columbia to the Secretary of State for the Colonies, and from the Secretary of State to the Governor, relative to the Government of the Colony.

Presented to both Houses of Parliament by Command of Her Majesty,
12*th August* 1859.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1859.

SCHEDULE

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MAP OF BRITISH COLUMBIA.

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PAPERS

RELATIVE TO

THE AFFAIRS OF BRITISH COLUMBIA.

PART II.

Despatches from Governor Douglas.

No. 1.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(Private.)

Victoria, Vancouver's Island, October 4, 1858.

(Received December 10, 1858.)

(Answered, "Private," December 16, 1858, page 73.)

SIR,

1. I HAVE the honour to acknowledge the receipt of your Despatches, marked "confidential," of the 16th* and 21st* of July last, and I can hardly find words to express how grateful I am for your kind notice of my public services, and I would also thank you for the cautions given in respect to my public acts while connected in business with the Hudson's Bay Company.

* See pages 43 and 44, Part I.

2. I observe the intention of Her Majesty's Government to appoint a Governor for Columbia, and that it was their desire to appoint me at once to that office on the usual terms of a Governor's appointment, namely, for six years at least, and that this Government was to be held for the present in conjunction with a separate Commission as Governor of Vancouver's Island; that offer being made subject to one condition, that I should give up, on receiving the appointment thus offered, all connexion with the Hudson's Bay Company, either as a servant or a shareholder, or in any other capacity, as well as relinquishing directly or indirectly all connexion with the Puget's Sound Company. I observe also that you made that proposal with the acquiescence of the Governor of the Hudson's Bay Company, who had seen your Despatch of the 16th of July.

3. On those conditions, and with the consent of the Hudson's Bay Company, I place my humble services unhesitatingly at the disposal of Her Majesty's Government, and I will take early measures for withdrawing from the Company's service, and disposing of my Puget's Sound stock, trusting that the allowances as to salary from Her Majesty's Government will be adequate to my support, in a manner worthy of the position I am thus called upon to fill.

The sum mentioned in your letter for British Columbia, admitting that a separate and larger allowance was made for Vancouver's Island, is manifestly insufficient for that purpose, in this very expensive country, where food, clothing, servants' wages, the price of labour, and in short, of every necessary of life, so far exceeds the standard of those values in England.

4. The sum of 5,000*l.* per annum, including the salaries for both Governments, would be no more than sufficient to cover the actual expenditure of that position; a suggestion made merely for your information, as I feel assured you wish me to maintain the dignity of the office; and my own fortune, impaired by the almost unrequited tenure of office in Vancouver's Island, cannot afford the outlay. Otherwise I should be independent in point of means, and in a measure indifferent about the emoluments of office, which I only wish to be equal to the respectable representation of Her Majesty's Government in this country.

5. I take the liberty of making those suggestions, with the more confidence, as I feel assured that the resources of the country can afford the expense of maintaining a respectable Government, and I shall do everything in my power to develop those resources, and to bring the Colony rapidly into a self-supporting condition.

I shall take immediate steps to inform the Hudson's Bay Company of my present decision. Awaiting your further instructions,

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

British Columbia.

No. 2.

No. 2.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 1.) Victoria, Vancouver's Island, October 12, 1858.

(Received December 14, 1858.)

(Answered, No. 6, January 20, 1859, p. 76.)

Sir,

Encl. No. 1. I have the honour of forwarding herewith for your information, a Proclamation, issued by me on the 6th day of September last, prohibiting the gift or sale of intoxicating

Encl. No. 2. drinks to the native Indians of Fraser's River; and also a Proclamation issued at Fort Yale, on the 15th day of the same month, warning all persons against occupying or disposing, without proper authority, of Crown lands in Fraser's River, a proceeding rendered necessary, in consequence of an attempt made by James Ray, and other parties, to take possession of certain valuable Crown lands in British Columbia, and as reported, to make collusive sale of the same; and also a

Encl. No. 3. notice of the intention of Government to survey the land in the vicinity of Old Fort Langley, and to lay it out in blocks and town lots, which will be put up for public sale on or about the 20th of the present month.

I am not certain about the form of title usually issued on the sale of town lots, or of other Crown lands in Her Majesty's Colonies, and will feel obliged by your directing forms of such deeds to be forwarded to me without delay.

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure 1 in No. 2.

Enclosure 1 in No. 2.

Proclamation

By His Excellency, James Douglas, Governor of Vancouver's Island and its Dependencies, Commander-in-Chief and Vice-Admiral of the same, &c. &c. &c.

Whereas it has been represented to me that spirituous and other intoxicating liquors have been sold to the native Indians of Fraser's River, and elsewhere, to the great injury and demoralization of the said Indians; and, also, thereby endangering the public peace, and the lives and property of Her Majesty's subjects, and others in the said districts.

Now, be it known unto all men, that the sale or gift of spirituous or other intoxicating drinks to the said native Indians, is contrary to law, and is hereby strictly prohibited, and that persons charged with such offences will be proceeded against accordingly, and on conviction thereof before a Magistrate, will be mulcted in the penal sum of not more than twenty pounds, nor less than five pounds, for each and every offence, and in default of payment of such penalty, shall be committed to jail, with or without hard labour, for a period of not more than six, nor less than two months.

Given under my hand and seal, at Fort Hope, this sixth day of September, in the year of our Lord, one thousand eight hundred and fifty-eight, and in the twenty-second year of Her Majesty's reign.

James Douglas, (L.S.) Governor.

By His Excellency's Command,
Wm. Manson, Acting Secretary.

God save the Queen.

Enclosure 2 in No. 2.

Enclosure 2 in No. 2.

Notice.

Land Office, Victoria, October 1st, 1858.

Notice is hereby given that the land in the vicinity of, and including the site of "Old Fort Langley" is to be surveyed for a town site.

Corner posts of the blocks will be put in, the blocks numbered, and town lots sold without reservation —unless for the use of Government—at Victoria, on or about the 20th instant. The upset price to be one hundred dollars per single lot of 64 by 120 feet.

By order of the Governor.

Joseph D. Pemberton, Colonial Surveyor.

Enclosure 3 in No. 2.

Enclosure 3 in No. 2.

Proclamation

By His Excellency James Dogulas, Governor of Vancouver's Island and its Dependencies, Commander-in-Chief and Vice-Admiral of the same, &c. &c. &c.

Whereas it has been made to appear to me that certain persons in Victoria and elsewhere, have attempted to delude the public, by making pretended sales of certain lands on Fraser's River:

Now, I do hereby warn all persons whom it may concern, that no lands at or near Langley, or else-

where on Fraser's River, have been in any manner encumbered or sold, and that the title to all such lands is vested in the Crown, and that any person found occupying the same without due authority from me, will be summarily ejected; and all persons fraudulently selling the same will be prosecuted and punished as the law directs.

Given under my hand and seal, at Fort Yale, this 15th day of September in the year of our Lord One thousand eight hundred and fifty-eight, and in the twenty-second year of Her Majesty's reign.

(Signed) JAMES DOUGLAS, (L.S.) Governor.

By His Excellency's Command,
William Manson, Acting Secretary.

GOD SAVE THE QUEEN.

No. 3.

No. 3.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 2.) Victoria, Vancouver's Island, October 12, 1858.

(Received December 14, 1858.)

SIR,

I HAVE the honour to acknowledge the receipt of your Despatch No. 5* of the 30th of July last, announcing the intention of Her Majesty's Government to send to British Columbia, by the earliest possible opportunity, an officer of Royal Engineers, and a company of Sappers and Miners made up to 150 non-commissioned officers and men, and at the same time conveying your instructions that I should make such arrangements in the Colony for the reception of that party as may be deemed necessary and suitable, and also intimating that the officer in command would be provided with general instructions for his guidance, of which a copy will be sent to me.

* See page 44, Part I.

2. I shall not fail to attend to those instructions with as little delay as possible, but I have not yet decided on the point where it would be advisable to station that force, though I am now of opinion that their presence will be of more advantage to the public service at Fort Hope than elsewhere, that being a central position from whence they can operate rapidly on any part of Fraser's River, and at the same time it is accessible to the steam vessels plying on Fraser's River, a circumstance which would be a great convenience and a saving of expense in the transport of provisions and stores.

I will, however, consult Major Hawkins, and ascertain his opinion on that subject before coming to a decision, and also with respect to the extent and plan of buildings required to provide the party with accommodation.

The expense of those works will be considerable, and I will be under the necessity of drawing upon you for funds to meet that outlay.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 4.

No. 4.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 3.) Victoria, Vancouver's Island, October 12, 1858.

(Received December 14, 1858.)

SIR,

(Answered No. 60, December 30, 1858, p. 74.)

1. I TAKE the liberty of submitting, for the information of Her Majesty's Government, a report of my observations on the state of public affairs, during a late visit to Fraser's River, necessarily brief, as my time is engrossed not only with the executive duties of Government, but also in attending to all the details of inferior departments, which must hereafter devolve on other officers.

2. I was accompanied in that expedition by a force of 35 non-commissioned officers and men, kindly furnished by Captain Prevost of Her Majesty's ship "Satellite," and by Major Hawkins, Her Majesty's Boundary Commissioner, the military force being under the command of that active and zealous officer, assisted by Lieutenant Jones of the "Satellite."

3. The party was conveyed to Point Roberts, at the entrance of Fraser's River, by the Hudson's Bay Company's Propeller "Otter," and was there transhipped into the stern-wheel river steamer "Umatilla."

We disembarked at Fort Langley on the evening of the second day after leaving Victoria, and in two days more we arrived by the same steamer at Fort Hope; the river, though much abated in force, from being less swollen than it was in summer, still running

BRITISH COLUMBIA.

at some points with a force and impetuosity almost insurmountable by the power of the steamer.

4. Our tents were pitched, and a regular camp formed near Fort Hope, it being here that the work of organization was to begin.

5. My first attention was devoted to the state of the Indian population. I found them much incensed against the miners; heard all their complaints, and was irresistibly led to the conclusion that the improper use of spirituous liquors had caused many of the evils they complained of.

* Page 2. (Enclosure 1.)

I thereupon issued a proclamation, of which I have transmitted a copy,* warning all persons against the practice, and declaring the sale or gift of spirituous liquors to Indians a penal offence, and I feel satisfied that the rigid enforcement of the proclamation will be of great advantage both to the whites and Indians.

6. I also received at Fort Hope visits from the Chiefs of Thompson's River, to whom I communicated the wishes of Her Majesty's Government on their behalf, and gave them much useful advice for their guidance in the altered state of the country. I also distributed presents of clothing to the principal men as a token of regard.

7. My attention was then attracted to the state of the white population. Upwards of 300 persons engaged in trade and other pursuits were living about the Fort, in tents and unseemly comfortless huts, all desirous of settling in the country provided land could be acquired under a legal title. Not being invested with legal powers to grant titles, I hit upon an expedient, which, without an undue assumption of authority, met the difficulty.

8. Having just ascertained, from your Despatch of the 1st of July last, that it was the wish of Her Majesty's Government to colonize the country and develop its resources, I proposed to the inhabitants of the place to lay out certain lands as a town site, and to grant a right of occupation for town lots, under a lease terminable at the pleasure of the Crown, and to be held at a monthly rental of 41*s.* 8*d.* sterling, payable in advance, and with the understanding that the holder would be allowed a pre-emption right of purchase when the land is sold, in which case the sum of monthly rent paid would be considered as part of the purchase money.

9. The people gladly assented to the terms, and having fixed upon a town site near Fort Hope, Mr. Commissioner Travaillot, assisted by Corporal Fisher, Royal Engineer, was immediately employed in surveying the site, and laying out town lots, the principal streets running parallel, and the cross streets at right angles with the course of Fraser's River. The size of town lots is 120 by 66 feet, and the price to be paid is 20*l.* 16*s.* 8*d.* for each lot.

10. The next object which claimed my attention was the regulation of the sale of ardent spirits in Fraser's River. There being no means of preventing its introduction into the country, it appeared to me that the wisest policy would be to regulate the trade, by granting licences for the sale of spirits to certain parties of respectable character, who might open houses for the entertainment of the public. Two spirit licences were accordingly issued at Fort Hope, for which the holders paid the sum of 600 dollars each, being 1,200 dollars in all, into the public treasury.

11. My attention was then directed to the administration of justice. A considerable staff of public officers is necessary at Fort Hope, to consist of a magistrate, sheriff, and constabulary force, but the expense would have been so great, owing to the high price of labour, that I thought it proper to consult you on the subject before incurring the expense. No man of worth will accept employment at less than three and a quarter dollars, or thirteen shillings and sevenpence a day; the men, however, in that case, finding their own board and lodging. I, however, made the following appointments:— Robert Smith, a native of Scotland, to be justice of peace and revenue officer; Robert Ladner, to be chief constable. A court-house and jail are much wanted at Fort Hope; but they cannot at present be put up for less than 5,000*l.*; and for the same reason, that is, the great expense, I did not make any arrangements to provide those indispensable buildings, for want of funds and authority to pay by drafts on Her Majesty's Government.

12. A Court was held for the trial of petty offences, and sat every other day during our stay at Fort Hope; and I issued a commission appointing a Court for the trial of criminal offences, in which Mr. Pearkes, Crown Solicitor of Vancouver's Island, presided, assisted by Donald Fraser, Esquire, a gentleman of high legal attainments, who accompanied me from Vancouver's Island, and Mr. Justice Smith.

13. One case only was brought before the latter court, the trial of William King, for the murder of William Eaton on a mining bar in the upper parts of Fraser's River. The defendant was found guilty of manslaughter, and sentenced to transportation for life. It was reported to me, when the court was about to open for the trial of King, that a large

body of miners, then present, intended to rescue the prisoner; but, whatever may have been their intention, it was not carried into effect, as the proceedings went off quietly, and were in no stage interrupted by any riotous demonstration.

14. After a week's sojourn at Fort Hope, employed in the settlement of those affairs, we proceeded on our journey up Fraser's River in three large boats.

Though the distance to Fort Yale does not exceed fifteen miles, it occupied two days, as we travelled slowly, walking nearly the whole way, attended by the boats, and stopping at all the mining bars on the river for the purpose of seeing the numerous bodies of miners working there. We estimated that about 3,000 persons are engaged in gold mining on the banks of that part of the river. I entered into conversation with the miners, inquired into their wants, heard their complaints, explained to them the views and intentions of Her Majesty's Government, the reason and object of the regulations which had been established, and ascertained that their daily earnings were from five to twenty-five dollars to the man working with cradles or rockers.

15. I was much struck with the healthy, robust appearance of the miners, who were generally living in canvas tents or log huts, exposed to many discomforts, yet all seemingly in perfect health, pleased with the country, and abundantly supplied with wholesome food.

16. The whole course of the river exhibited a wonderful scene of enterprize and industry. I was particularly struck with the ingenious contrivances for distributing water; wherever the natural supply was not convenient, small streams had, in such cases, been diverted from their course and conveyed in skilfully graded ditches, even from a distance of three miles, and led along the higher parts of the mining bars for sluice washings; the owners of the ditches charging a certain sum per inch for the water supplied to the sluices. The sluice is far inferior, as a means of washing gold out of the soil, to the cradle, and is a wonderfully labour-saving machine.

17. To give an idea of the sums produced by sluices, and the advantage of that mode of working gold, I will here relate the information received from persons who employed those useful machines on their claims. For example, a Mr. Cushing, who had five hired men employed on his sluice, at wages ranging from five to eight dollars each a day, received, in one week, a yield of 2,500 dollars.

Another person, named George Cade, who owns a sluice on Hill's Bar, and constantly employs four hired men, at wages of five dollars a day each, averaged, during the six days preceding our arrival, 400 dollars a day; and Martin Gallagher makes about thirty-two dollars a day to the man out of ground already washed by the cradle to the depth of eighteen inches. Those were the greatest instances of mining success which we met with in our progress; elsewhere the mines are not so productive, ranging, as before stated, in the deeper and more developed workings, from seven to twenty-five dollars a day. The river was then falling rapidly, and claims were daily being taken up by new-comers, wherever a bit of dry beach could be found, and even those surface claims were yielding from two-and-half to five dollars to the hand, with the rocker. That yield, however, is not considered wages by the Californian miner, nor any other sum under six dollars a day.

18. We found a large assemblage of people at Fort Yale expecting our arrival with some anxiety, in order to ascertain the views of Her Majesty's Government.

19. According to their earnest request I met them the following day at a public meeting, and delivered a short address, in which I announced the instructions I had received from Her Majesty's Government, as contained in your Despatch of the 1st of July last, and the tidings were received with satisfaction.

20. The same process of organization was gone through here as at Fort Hope. The Indians were assembled, and made no secret of their dislike to their white visitors. They had many complaints of maltreatment, and in all cases where redress was possible it was granted without delay. One small party of those natives laid claim to a particular part of the river, which they wished to be reserved for their own purposes, a request which was immediately granted, the space staked off, and the miners who had taken claims there were immediately removed, and public notice given that the place was reserved for the Indians, and that no one would be allowed to occupy it without their consent.

21. A town site was also marked out at Fort Yale, and leases of town lots issued to all persons desirous of settling and building there, upon the same conditions and at the same charge as the town lots disposed of at Fort Hope.

22. Several spirit licences were also issued, to check the profuse and illegal sale of ardent spirits.

23. Mr. Solicitor Pearkes opened Court, and heard all cases that were brought before him. None of them were, however, of a very serious nature.

BRITISH COLUMBIA.

24. Fort Yale is the head of steamboat navigation, and the ascent of the river beyond that point is exceedingly dangerous at all seasons of the year, and impracticable during the summer freshets, in consequence of a succession of rapids which occur in the defiles of the Cascade Mountains, through which the river passes for a distance of thirteen miles. A road from that point is therefore carried over the mountains by Douglas Portage, on which I have lately authorized a good mule road to be made, and several bridges constructed at the public charge, for the convenience of transporting supplies to the upper mining bars and interior of the country. From the upper end of Douglas Portage the country presents a succession of steep rugged hills as far as the Indian village of Quaiome, and it will take a large sum of money, if even practicable, to make any better than a difficult mule track through that district of Frazer's River.

25. A number of enterprizing adventurers have, nevertheless, contrived to get several mule trains upon that road, and now transport supplies for the miners to the forks of Thompson's River, a distance of 100 miles, at a freight charge of two shillings a pound, so that a pound of flour delivered at the forks of Thompson's River, including the price of the article at Fort Yale, costs the miner exactly 2*s.* 5½*d.*

26. It was lamentable to hear of the fatal accidents that were daily occurring to miners, who, to avoid the high rate of charge for land transport, were striving to make their way in boats and canoes by the river, through those perilous defiles. Seven men were drowned through such accidents during the few days we remained at Fort Yale, and there was also a great loss of property at the same time.

27. One of the first objects requiring the attention of Government is to open up the country by a system of roads, as by the present mode of access the cost of transporting provisions to the interior will absorb the miner's whole earnings; and even at the present high prices of transport, it will perhaps be impossible by this route to take in food enough for the support of a large population. In order to colonize the country, therefore, it is obviously necessary to make good roads.

28. We found about 2,000 whites living near Fort Yale, chiefly in canvas tents, though some few had just erected habitations of wood.

29. A saw mill was just finished, and leases of town lots having been issued, it was expected that buildings of a more substantial character would be erected without delay, such being the generally expressed intention of the persons who wished to make it their winter homes.

30. Fort Yale is the residence of Mr. Hicks, Assistant Commissioner of Crown Lands, his office consisting of a simple canvas tent. Public buildings will be required without delay, say a residence for the Commissioner, barracks for the police, a post office, a court house, and jail. I am almost afraid to say how much those buildings will cost, as there is no doubt the expense will be something very large.

31. A regular police force, consisting of one chief constable, at 150 dollars a month, and five policemen at 100 dollars each a month, were appointed during my stay at Fort Yale. This is a very high rate of pay, but no men worth having will serve for less.

32. I caused a body of 14 special policemen to be sworn into the civil service at Fort Yale, selected from those persons who had received leases of town lots, and intended to make that place their permanent residence; no dependence can be placed on many of the other inhabitants, who are as yet merely birds of passage, and have no views in Fraser's River, except the one idea of making their pile of gold and leaving the country. It is that roving class that are likely to give trouble to the Government.

33. Before I left Fort Yale, Mr. Commissioner Hicks made a successful beginning of collecting trading licences from all persons doing business at Yale. I also directed him to issue mining licences to miners holding remunerative claims, but to no others, my immediate object being to call in the certificates of mining duty paid in advance by intending miners at Victoria, according to the regulation advised in my Despatch No. 28* of the 19th of June last, it being understood that those certificates would be taken in payment of their first month's mining from all parties holding such in their possession, lest after mining successfully they might come forward and reclaim their money.

* See page 17, Part I.

34. He accordingly visited the several bars, accompanied by Justice Perrier and two policemen; marked out and defined the boundaries of claims, settled all cases of disputed lines, and collected upwards of 500 certificates for as many mining claims.

35. I left him on my return to Victoria, in the midst of that occupation, and after I had ascertained that the several regulations established for the purpose of providing a public revenue were being quietly carried into effect.

36. Information was received from Victoria, during my stay at Fort Yale, that some speculators, taking advantage of my absence, had squatted on a valuable tract of public land near the mouth of Fraser's River, commonly known as the site of old Fort Langley,

and employed surveyors at a great expense to lay it out into building lots, which they were offering for sale, hoping by that means to interest a sufficient number of persons in the scheme as would overawe the Government and induce a confirmation of their title. To put the public upon their guard, and to defeat a swindling scheme, which, if tolerated, would give rise to other nefarious transactions of the same kind, I thought it necessary to issue a proclamation,* of which a copy is transmitted, warning all persons that the Crown lands in that part of the country had not been alienated or in any way encumbered, that any persons making fraudulent sales of land appertaining to the Crown, would be punished as the law directs, and persons holding such lands would be summarily ejected.

* Page 2, (Enclosure 3.)

That proclamation was immediately forwarded to Victoria and published, with so decided effect on the public mind as entirely to break up the scheme, and we are now laying off the site of Old Fort Langley in town lots, to be sold for account and for the benefit of the public revenue.

37. I am highly pleased with Major Hawkins, R.E., who commanded the escort in my journey, having received much assistance from that active and zealous officer.

38. I will here bring this Despatch to a close, having thus briefly described the measures taken, and narrated the chief events of an excursion of nearly a month's duration.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS.

Enclosure 1 in No. 4.

Enclosure 1 in No. 4.

Commission establishing Criminal Court for the Trial of William King.

By His Excellency JAMES DOUGLAS, Governor and Commander-in-Chief of the Colony of Vancouver's Island and its Dependencies, and Vice-Admiral of the same, &c. &c. &c.

To all to whom these presents shall come, or whom the same may concern, greeting,—

Know ye, that by virtue of the power and authority in me vested, and reposing confidence in the loyalty, integrity, and ability of George Pearkes, Donald Fraser, and Robert T. Smith,

I have appointed and do hereby appoint the said George Pearkes, Donald Fraser, and R. T. Smith to be Commissioners constituting a Criminal Court for the trial of William King, upon any charge, information, or indictment, now found or that may be hereafter found against him, by any judicial officer, or grand jury of Fraser's River District.

To have and to exercise all the powers necessary for such trial, and to pass and enforce sentence upon conviction of him, the said William King, according to law.

And this shall be your commission and warrant, for whatsoever you, the said Commissioners constituting said Criminal Court, shall lawfully do in the arraignment, trial, conviction of the said William King and in the execution of any sentence by you pronounced.

Given under my hand and seal at Fort Hope, in the District of Fraser's River, this ninth day of September, in the year of our Lord, one thousand eight hundred and fifty-eight, and in the twenty-second year of Her Majesty's reign.

(Signed) JAMES DOUGLAS, Governor.

No. 5.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 4.) Victoria, Vancouver's Island, October 21, 1858.

SIR, (Received December 14, 1858.)

I HAVE the honour to acknowledge the receipt of your Despatch, No. 7, of the 14th August last, transmitting to me copy of an Act, providing for the government of British Columbia; and mentioning that there had not been time by that mail to furnish me with the Order in Council, Commission, and Instructions as Governor, which are necessary in order to complete my legal powers.

You, nevertheless, are pleased to authorize me to act, during the brief interval before their arrival as I have hitherto done, as the authorized representative of Her Majesty's Government, in the territory of British Columbia, and to take such steps as I may deem absolutely necessary for the government of the territory, and as are not repugnant to the principles of British law, and as are in conformity with the directions you have transmitted to me, on several subjects, in your Despatches, No. 8* and 9,* of the 14th August last, and in such others as I may receive from you hereafter, and I have in reply to assure you that your instructions on every subject respecting the public duties I have to perform, will be implicitly obeyed.

* See pages 47 and 49, Part I.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart., &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

BRITISH COLUMBIA.

No. 6.

No. 6.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

Victoria, Vancouver's Island, October 23, 1858.

(No. 5.)

(Received December 14, 1858.)

SIR, (Answered, No. 6, January 20, 1859, p. 76.)

* Page 2.

WITH reference to my Despatch, No. 1,* of the 12th instant, requesting that forms of titles, as usually issued on the sale of town lots or other Crown lands in Her Majesty's colonies, might be furnished to me without delay, I have the honour to forward herewith a form of title for town lots, which we propose to issue on all sales made of such property in British Columbia until I receive your instructions on the subject.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 6.

Enclosure in No. 6.

BRITISH COLUMBIA, VANCOUVER'S ISLAND COLONY, TOWNSHIP OF

KNOW all men by these presents that I, James Douglas, Governor of Her Majesty's Colony of British Columbia, in virtue of the power vested in me by Her Majesty, in consideration of the sum of paid by to Her Majesty's Colonial Surveyor, the receipt whereof I do hereby acknowledge, I hereby give and grant unto the said his heirs and assigns for ever, all that lot of land situate the township of and known as Lot No. upon the official map of the said township, with all and singular the appurtenances thereunto belonging, subject to all laws and sanitary regulations now in force, or that may be hereafter established for the convenience and good government of the said township.

In witness whereof I have hereunto set my hand and official seal, this day of in the year of our Lord one thousand eight hundred and .

Signed, sealed, and delivered by the above-named in the presence of

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No. 7.

No. 7.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 6.)

Victoria, Vancouver's Island, October 26, 1858.

(Received December 14, 1858.)

SIR, (Answered, No. 61, December 30, 1858, p. 74.)

* Vide page 47 of Part I.

1. I HAVE the honour to acknowledge the receipt of your Despatch, No. 8,* of the 14th August, and it is with feelings of indescribable satisfaction that I observe that my administrative acts in this country continue to meet the approval of Her Majesty's Government.

2. I have no reason to regret the several appointments which were before reported of revenue officers and justices of the peace in Fraser's River, as those persons have continued in the faithful discharge of their duties, greatly to my satisfaction.

3. I am truly glad to learn that it is your intention to send at the earliest moment an officer authorized to act as judge, and as you are pleased to say that you await my intimations as to the wants and means of the Colony in this sudden rise of social institutions in a country hitherto so wild, in order to select such law advisers as the conditions and progress of immigration may more immediately require. And as it is your wish that all legal authorities connected with the Government should be sent from home, and thus freed from every suspicion of local partialities, prejudices, and interests, I have requested Mr. Pearkes, a native of Canada, whom I lately appointed Crown solicitor for Vancouver's Island, to draw up a scheme for establishing a judiciary in Fraser's River, and I now submit the same for your consideration and approval.

Enclosure 1.

4. The plan is, I conceive, well adapted for the country. The number of judges and inferior officers to be employed will be required as settlement and population increase, but a modified number will answer for the present time. The judicial buildings for holding the several courts and a common gaol in each district are urgently and pressingly wanted, particularly the latter, as we are now for want of gaols in British Columbia under the necessity of sending criminals to Vancouver's Island. Seals of office, the imperial statutes, and law books are wanted for reference in the several law courts of the Colony; and for the guidance of justices of the peace, I would beg you to send at least (20) twenty sets of that useful work, "Burn's Justice."

5. I shall not fail to give full effect to the philanthropic views entertained by Her Majesty's Government for the well-being of the native Indian tribes. My late Despatches

will inform you of the measures adopted for their immediate protection, and I will hereafter, when time permits, endeavour to arrange some plan by which their interests will be permanently guarded, and the race rescued from destruction.

6. The customs duty of 10 per cent. ad valorem now levied on all goods imported into British Columbia, and the levying of licence fees have also, I observe, met with your approval, and you further leave it discretionary with me to change the latter mode of taxation for an export duty.

You will have observed by my Despatches, that no distinction is made between British and foreign subjects, who are placed on a perfect equality as to the amount per head of the licence fee required, and that my Proclamation of the 28th December 1857 asserts the principle that it is raised simply in virtue of the prerogative of the Crown to raise such revenue as it thinks proper, in return for the permission to work minerals on Crown lands.

7. I observe your remarks as to the limit and extent of the rights devised by the Crown to the Hudson's Bay Company, and I have to advise Her Majesty's Government that the Hudson's Bay Company no longer enjoys any exclusive rights of trade whatsoever, and is placed in all respects in the same position as other British subjects on this coast.

8. I will take the liberty, which I feel satisfied you will, under the circumstances, excuse, of correcting an erroneous impression which appears to pervade the public mind in England. I allude to the often-asserted statement that the Hudson's Bay Company have made an unjust and oppressive use of their power in this country, a statement which I can assure Her Majesty's Government is altogether unfounded. On the contrary, it would be an easy matter to prove that they have been of signal service to their country, and that the British territory on the north-west coast is an acquisition won for the Crown entirely by the enterprise and energy of the Hudson's Bay Company, for, on commencing business operations in this quarter, the whole coast was held by foreigners, and it is only since the year 1846 that the Hudson's Bay Company have derived any real protection from the licence of trade, as until that epoch the trade was open to all citizens of the United States in common with the Hudson's Bay Company.

Perhaps you will excuse my saying so much, as a sense of justice leads me to exert the little influence I possess in protecting from injustice men who have served their country so faithfully and so well.

At this moment I am making use of the Hudson's Bay Company's establishments for every public office, and to their servants for want of other means, I commit, in perfect confidence, the custody of the public money.

9. An Abstract showing the amount of public revenue collected up to this date for British Columbia, at the Custom House of Victoria, and the revenue vessel anchored at the mouth of Fraser's River under the several heads of mining licences, customs, head money, &c., is now herewith forwarded for the information of Her Majesty's Government. Encl. 2, 3, 4, 5, & 6.

The sum 44,717 dollars is small, but it will serve to cover a part of the necessary expenditure incurred in opening the communications of the country.

10. I have not received Mr. Commissioner Hicks' accounts, but his present collection will not add materially to the sum in hand, until the certificates of the whole sum prepaid for mining fees, as per Abstract No. 2, has been withdrawn by the issue of mining licences.

11. I cannot yet furnish an account of expenditure, but that will be supplied in due time.

12. The road into the interior of Fraser's River by the Harrison valley, so indispensably necessary for the transport of food and supplies for the numerous bodies of miners, who have pushed, reckless of consequences, and badly provided with food and clothing, into the interior, is an expensive undertaking, and will absorb a great part of the present revenue.

13. I am exceedingly anxious to establish that communication thoroughly before the winter sets in, to remove all cause of complaint against the Government, and to save British Columbia from becoming a byeword and a reproach.

14. Government will have to grapple vigorously with the arduous and expensive operation of opening a great system of roads, and providing access to the remote settlements of British Columbia, before its mineral resources can be developed, and become a fruitful source of revenue.

15. The whole sea-coast of British Columbia, from the American boundary on the 49th parallel of latitude up to the Russian possessions, exhibits continued chains of mountains, broken and penetrated only by the valley of Fraser's River, which drains

British Columbia.

the great central plateau that stretches eastward from the coast range to the Rocky Mountains.

16. The other rivers debouching directly into the sea on the coast of British Columbia take their rise in the coast range, so that Fraser's River is the only great artery of the country, and the only river which, traversing the whole extent of the colony, affords the least difficult access to the remote valleys of the interior.

17. To accomplish that great object of opening up a very inaccessible country for settlement, by the formation of roads and bridges immediately and pressingly wanted; to provide public buildings for the residence of the officers of the Crown, for the use of the judiciary, for offices of record; and, in short, to create a great social organization, with all its civil, judicial, and military establishments, in a wilderness of forest and mountain, is a herculean task, even with all the appliances of wealth and skill, and it must necessarily involve, in the first place, a large expenditure, much beyond the means of the country to defray.

18. I will, however, do everything in my power to make the colonial revenue meet as large a portion of the public expenditure as is consistent with its means and early development, but more than that I am sure it is not the wish of Her Majesty's Government to require.

19. My own opinion of the matter is that Parliament should at once grant the sum of 200,000*l.*, either as a free gift or a loan to be repaid hereafter, in order to give the new colony a fair start in a manner becoming the great nation of whose empire it forms a part. The acquisition is worth the sacrifice, which will soon be largely repaid by the power and influence and wealth to be derived from the new possession.

20. In the meantime, until the colony is in a position to afford a sufficient revenue to defray the expenses of its Government, I have to beg your instructions as to the payment of the salaries of the public officers, and of the cost of public buildings. I presume the necessary funds will be provided, and that I am authorized to draw on the Colonial Department for such sums as may be wanted for the public service.

21. I have not yet taken advantage of the authority granted in your letter to appoint a treasurer, nor have I established a gold escort, nor commenced giving Government receipts in lieu of deposits of gold, and for the reason that I have not been able to secure the services of officers to whom I could intrust the execution of those important duties.

22. In proposing to establish a gold escort I had no other object in view than to confer a substantial benefit on the miners, by providing a secure means of transport from the mines to Victoria, where the gold would have been deposited in the public treasury until called for by the owner, and the whole expense of transport was to be defrayed by a charge on the deposits. I also felt that the proper influence of a Government is confirmed and extended by such useful services. I was afraid, however, to undertake the measure without the aid of efficient officers, as it was adding to the labour and responsibilities under which I have been so often almost ready to sink, having for the last six months discharged unaided the whole functions of two distinct governments.

23. We have arranged a postal system on a small scale, which provides for the present wants of the country, and the receipts of postage pay the whole expense of the Department.

24. I shall not fail to attend to your instructions in respect to the employment of the public surveyors, who will begin to operate on the soil of British Columbia with as little delay as possible.

25. I shall also give careful attention to your instructions on the important subject of future government, and will reserve its consideration for a future and separate Despatch, after receiving the additional directions which it is added in your Despatch are to be forwarded with my commission.

Enclosure 7.

26. I lost no time in attending to your instructions, and have now the honour of transmitting herewith a report on the harbours of Vancouver's Island, prepared by Captain Richards, commanding H.M. surveying ship "Plumper," which contains a great deal of useful information on the subject treated. I will procure and forward further information by every opportunity.

27. I will moreover, as you have considerately suggested, not enter upon any acts of general legislation until I am fully authorized thereto.

Having thus replied to the several points in your Despatch,

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure 1 in No. 7.

British Columbia.

To his Excellency James Douglas, Governor of Vancouver's Island and its Dependencies, Commander-in-Chief and Vice-Admiral of the same, &c. &c. &c.

Enclosure 1 in No. 7.

Sir, Victoria, October 27, 1858.

In compliance with your Excellency's request, I have the honour to submit to your Excellency the following plan for the organization of a Civil and Criminal Judiciary in British Columbia.

A Supreme Court, composed of a Chief Justice and two Puisne Judges, to have jurisdiction in all civil pleas and cases whatsoever in law and equity where the amount involved shall be fifty pounds or more. This Court to hold four terms in each year, to wit, Hilary, Easter, Trinity, and Michaelmas. The sittings of these terms to be in banc for the hearing and final determination of all matters brought on appeal and the correction of error.

Supreme Court. Chief Justice. Two Puisne Judges. Jurisdiction. Terms of Court.

A registrar or clerk, with a seal.

Registrar or Clerk. Seal.

The justices of the Supreme Court shall appoint the time and place for the holding of nisi prius and assize in the several districts. Four terms of such Court shall be held in each district every year, and they shall assign among themselves the terms each shall respectively hold in such districts.

Nisi Prius and Assize. To assign themselves terms, &c.

They shall have jurisdiction for the trial of all matters, both civil and criminal, in law and equity, subject to appeal to the Supreme Court, by writ of error or bill of exceptions taken at the trial, in all cases where the amount involved shall exceed fifty pounds, or offence charged involving punishment of higher grade than imprisonment for one year or fine exceeding one hundred pounds.

Civil, Criminal, and Equitable Jurisdiction. Writ of Error. Exceptions, Bill of. Exceeding 50*l*.

There should be in each district a judge having jurisdiction in all matters ecclesiastical, involving the estates of deceased persons, custody of the person and estates of infants, lunatics, and persons of weak or unsound mind, and in all civil cases where the amount claimed does not exceed fifty pounds. They shall also preside at the Court of Quarter Session held in their respective districts for the trial of petty crimes and misdemeanors. They shall hold a term once every month.

District Judge. Jurisdiction. Lunatics, &c. Not to exceed 50*l*. Preside at Court of Sessions. Terms.

There should be two or more justices of the peace in each district, with jurisdiction to take information in all criminal cases, and when proper to issue warrant of arrest, and to examine the case; if the information be for a petty offence, to summarily hear, try, and determine the same; if for felony or misdemeanor, to hold to bail or commit to jail to be tried by Court of Sessions or Court of Assize.

Justices of Peace. Jurisdiction. To summarily determine petty Offences. To hold to bail.

The justices to report monthly to the Governor the number of arrests, what for, trials, acquittals, convictions, commitments, amount of fines collected, &c. &c.

Justices to report to Governor.

There should be appointed a high sheriff for each district, whose duty it shall be to attend the sittings of the Supreme Court when held in their district, the Court of Nisi Prius, and assize terms, and the Court of Quarter Session, to enforce the law and execute all the process of the several Courts enumerated.

Sheriff, duties of. To execute the Law.

An efficient constabulary force, to preserve order and carry into effect the process, orders, judgment, and sentences of the justices of the peace, &c. &c., and Court of Sessions, and when necessary to aid the sheriff in the execution of any process, and when required by the sheriff to aid him in the execution of any process.

Constabulary Force, duties of.

Justices of the peace may from time to time, in their discretion, appoint, under oath, special constables to enforce the law and carry into effect their orders and sentences.

Special Constables, how appointed; duties of.

There should be in each district a suitable building for the holding of the several Courts, and a common jail. In the district where the Supreme Court sit in banc a more commodious building will be required, with proper Court room, judges' chambers, offices for the registrar or clerk, and sheriff.

Judicial Buildings.

I beg leave to suggest to your Excellency the paramount necessity of proper legal books and statutes for the use of the various Courts and public officers. Without these indispensable adjuncts the law will be imperfectly understood and badly administered. It matters not however brilliant a presiding judge may be, he will find a constant recurrence to legal books and the statutes absolutely necessary to the just administration of law. A public expenditure for this purpose will be found most wise and salutary. The want of these necessary aids has greatly embarrassed the discharge of duties pertaining to the office your Excellency has been pleased to assigned me.

Books and Statutes, necessity of.

I have, &c.

(Signed) George Pearkes,
Crown Solicitor and Attorney.

Enclosure 2 in No. 7.

Enclosure 2 in No. 7.

British Columbia.

Abstract of Monies received for Gold Mining Licences (prepaid).

	Dollars. cents.	Dollars. cents.
Victoria:		
Amount received - - - -	24,970 00	
Less expense of collection - - -	2,567 25	
		22,402 75
" Satellite :"		
Amount received - - - -	1,520 00	
Less expense of collection - - -	480 75	
		1,039 25
" Recovery :"		
Amount received - - - -	6,888 61	
Less expense of collection - - -	889 35	
		5,999 26
		$ 29,441 26

E.E., Victoria, Vancouver's Island,
October 4, 1858.

(Signed) Alex. C. Anderson,
Collector.

British Columbia.

Enclosure 3 in No. 7.

Enclosure 3 in No. 7.

BRITISH COLUMBIA.

ABSTRACT of MONIES received for SUFFERANCES.

	Dollars. cents.	Dollars. cents.
Amount collected by H.M.S. "Satellite" -	270 00	
Less expenses of collection - - -	119 90	
		150 10
Amount collected by the Hudson's Bay Company's brigantine "Recovery" - - - -	1,235 00	
Less expenses of collection - - -	986 55	
		248 45
		$398 55

(Signed) ALEX. C. ANDERSON, Collector.

E.E., Customs, Victoria,
October 4, 1858.

Enclosure 4 in No. 7.

Enclosure 4 in No. 7.

BRITISH COLUMBIA.

ABSTRACT of MONIES received on account of HEAD MONEY, from June 12 to September 30, 1858.

	Dollars. cents.	Dollars. cents.
Amount collected - - - - -	5,761 50	
Less expenses of collection - - -	288 08	
		$5,473 42

(Signed) RODERICK FINLAYSON, pro Collector.

E.E., Customs, Victoria,
October 24, 1858.

Enclosure 5 in No. 7.

Enclosure 5 in No. 7.

BRITISH COLUMBIA.

ABSTRACT of MONIES collected on account of DUTIES, from August 30 to October 26, 1858.

		Dollars. cents.	Dollars. cents.
Amount collected - - - - -		9,996 08	
Less expenses of collection -	$499 80		
Less amount of duties remitted on goods lost per "Sea Bird"	92 50		
		592 30	
			$9,403 78

(Signed) RODERICK FINLAYSON, pro Collector.

E.E., Customs, Victoria,
October 24, 1858.

Enclosure 6 in No. 7.

Enclosure 6 in No. 7.

BRITISH COLUMBIA.

RECAPITULATION of ABSTRACTS.

Mining Licenses - - - - -	$29,441·26
Sufferances - - - - -	398·55
Head Money - - - - -	5,473·42
Duties - - - - - -	9,403·78
	$44,717·14

E.E., Customs, Victoria,
October 24, 1858.

Enclosure 7 in No. 7.

Enclosure 7 in No. 7.

COPY of LETTER from GEORGE HENRY RICHARDS, Captain H. M. Surveying Ship "Plumper," to Governor DOUGLAS, dated Birch Bay, Gulf of Georgia, October 23, 1858.

SIR,

WITH reference to your letter of the 14th instant, requesting me to furnish you with a general report on the harbours of Vancouver's Island and the coast of British Columbia, together with such other information as I may have gained in the course of the maritime survey the "Plumper" is engaged in,

I have now the honour to forward you the enclosed report. The pressing calls on my time, in connexion with the boundary survey, have, I regret to say, obliged me to make it more general and cursory than I could have wished; but I feel at the same time that your Excellency's thorough acquaintance with every subject connected with these countries must render any observations from me, except in a strictly nautical sense, almost superfluous.

I have, &c.

(Signed) George Henry Richards,
Captain of H. M. Surveying Ship "Plumper."

Sub-Enclosure. Sub-Enclosure.

The Strait of Fuca is the great thoroughfare through which ships must pass to reach the ports and harbours on the southern and eastern coasts of Vancouver Island, as well as those of British Columbia adjacent to it on the continent, and through the centre of this strait runs the boundary line which separates the British possessions from those of the United States of North America.

Its entrance lies between the parallels of 48° 23′ and 48° 35′ north latitude, and in the meridian of 124° 45′ west longitude; Point Bonilla on Vancouver Island being its northern point, and Cape Flattery (or Classet) of Vancouver its southern; its direction is nearly east and west for about seventy miles, or to its junction with the channels, which lead by a northerly course to the Gulf, or more properly speaking the Strait of Georgia, which separates Vancouver Island from the continent of America.

The Strait of Fuca maintains an average width of about eleven miles, and is free from hidden dangers.

The approach is safe for all description of vessels, being subject to no other dangers than those incident to gales and fogs, the former are not frequent during summer, and the prevailing winds at that season are from S.W. or N.W.; during the winter months, or from October until March, S.E. gales are not unfrequent, but generally with considerable intervals of tranquil weather. Fogs, often lasting for several days together, prevail in October, November, and December, and present the greatest difficulty with which the seaman has to contend; his soundings, however, are a good guide, and in moderate weather he will generally find anchorage within a mile of either shore.

The facility of entering and navigating this strait has lately been much increased by the erection of lighthouses on the southern shore by the Government of the United States.

That of Cape Flattery is an admirable light, and may be seen at the distance of twenty miles in clear weather. It is erected on the small island of Tatouche, a mile from the pitch of the cape, and is 162 feet above the sea level. The light of New Dungeness is also of the greatest assistance to the navigator; it is built on the spit of that name, sixty-seven miles eastward of Cape Flattery, and is 100 feet above the sea level; a fog bell is attached to the lighthouse.

Within the last few days a light has also been shown on Smith or Blunt Island, which lies almost in the centre of the strait, at its eastern termination. In order to render the strait perfectly safe and accessible to vessels at all times, I should recommend that the British or Vancouver shore, should be lighted in a similar manner. Thus, a light should be placed on Bonilla Point, opposite to Cape Flattery, and distant thirteen miles from it, and another on the Race Islands, a dangerous cluster of rocks at the S.E. point of Vancouver Island, and only nine miles from the harbour of Esquimalt; this latter is essentially and immediately necessary, as all vessels bound for either Esquimalt or Victoria round these rocks at no great distance, and strong and uncertain tides and races exist among them.

It would also be very desirable that a harbour light should be placed at the entrance of Esquimalt, which would enable vessels to enter at night or pick up an anchorage in Royal roads outside.

There are, of course, many other points on which it would be necessary to place lights, in order to render the Haro and Rosario Straits, as well as the Gulf of Georgia, navigable at night, and as commerce increases they will doubtless be considered; but those I have already mentioned are all that are requisite to the safe navigation of the Strait of Fuca, and to enable the seaman to reach by night or day the harbour of Esquimalt and Victoria on Vancouver Island, and the numerous ports of the United States on the continent between New Dungeness and Admiralty Inlet.

Before quitting the Strait of Fuca, it seems desirable to offer a few remarks on the anchorages on both its shores, though there are none which, strictly speaking, can be considered as good harbours, available to a ship in distress.

On the Vancouver shore are, firstly, Port San Juan, thirteen miles eastward of Bonilla Point, and an equal distance from Cape Flattery; this is a spacious bay with a very convenient depth of water, well sheltered from all but S.W. winds, which would send a swell into it. I imagine, however, that ships with good ground tackle would ride out in safety almost any gale, and vessels of moderate size might even find shelter from these winds.

Between Port San Juan and Sooke Inlet, a distance of thirty-two miles, there is no sheltered anchorage. The Basin of Sooke, though a magnificent anchorage capable of holding a fleet, and perfectly land-locked, is entered by a narrow and somewhat intricate channel, scarcely adapted for sailing vessels. There is anchorage off its entrance, and a stranger with the chart could run sufficiently far in to gain shelter from any wind; to a steamer there is no difficulty. Becher Bay is four miles eastward of Sooke Inlet, and if a vessel should be caught in a gale from the S.E., and not able to weather the Race rocks, she could gain good shelter by running into it, and anchoring inside Frazer Island.

Having once rounded the Race rocks, however, the harbour of Esquimalt, only nine miles distant, can always be reached with any wind that would bring bad weather.

Parry Bay, four miles northward of the Race rocks, offers good anchorage to vessels bound out of the straits and meeting with a strong westerly wind.

On the south side of the strait are several stopping places. Neeah Bay, five miles eastward of Cape Flattery lighthouse, offers good shelter with westerly winds or with those from east or S.E.

Callum Bay, sixteen miles from the eastward, is also used as a stopping place for vessels wind bound.

BRITISH COLUMBIA.

Port Angelos, fourteen miles from New Dungeness, is sheltered from all winds; while New Dungeness itself offers secure, though rather deep, anchorage to a vessel seeking shelter.

I will now offer a few observations on the harbour of Esquimault, which, from its position and capabilities, would appear destined to become the emporium not only of Vancouver Island, but also in a great measure of the new colony which has just been called into existence under the name of British Columbia. Though not a first-class harbour in point of size, it has ample room for twelve ships of the line, besides many smaller vessels. It affords good shelter, and the holding ground is good; it is easy of ingress and egress; the shores of its numerous bays and creeks are well adapted for wharfage, with sufficient depth of water for merchant ships to lie alongside. There are good sites for docks, although from the small amount of rise and fall of tide, ten to eleven feet, some excavation would be necessary, to which the nature of the bottom appears to offer no difficulty. Limestone is obtainable, and, in common with all the harbours of Vancouver Island, its shores are thickly timbered.

It is not, however, free from the defect which is common to the island generally, viz., the scarcity of natural springs of water in summer; but water can be always obtained by sinking wells to a sufficient depth, and there is an inexhaustible lake within a short distance of the western side of the harbour, whose waters could be conducted to the sea side at a very trifling expense.

There is yet another cause which must add to the importance of Esquimalt in a maritime point of view, which is that it is at the extremity, as it were, of sailing navigation. Although the Gulf of Georgia and the channels leading into it have been navigated by sailing vessels, yet the disadvantages are obvious and very great, and the loss of time incalculable. The general absence of steady winds among these channels, the great strength and uncertainty of the tides, and the existence of many hidden dangers could not fail to be productive of constant accidents, and in a commercial point of view such a class of vessels could never answer. The time, I apprehend, is passed also when ships of war without steam power would be likely to visit these waters.

Esquimalt is, therefore, well adapted as a port of entry for sailing ships making the long sea voyage from England or other distant countries, and is equally well suited as the depôt and starting point of a line of steamers for the Frazer River or other ports in British Columbia.

The harbour of Victoria, three miles from Esquimalt, though it can never cope with the latter as a naval depôt or as a haven for large merchant ships, on account of its intricate and shallow entrance, is nevertheless far from being unimportant. Vessels of considerable draught can enter by attending to the tides, and when within there is ample space and depth for a large number of ships. Near the head of Victoria it is only separated from Esquimalt by a narrow neck of land, through which it seems probable at no distant time a canal will connect the two harbours.

Ten miles eastward of Esquimalt, the coast of Vancouver Island turns abruptly to the N.N.W., and here commences an archipelago which extends eastward to the continent for thirty miles, and northward for about the same distance; through this archipelago there are three distinct ship channels leading into the Gulf or Strait of Georgia.

The question through which of these channels the boundary line is to be continued from the Gulf of Georgia to the Strait of Fuca is at present pending between the British Government and that of the United States of America.

The three channels in question are the Haro Strait, the Middle Channel, and the Rosario Strait.

The Haro Strait lies between Vancouver Island and the principal islands composing the archipelago; the Rosario Strait between the continent and the same group; and the Middle channel, as its name imports, divides the group, taking an almost central direction through the whole.

I have already observed that these channels are essentially adapted to steam navigation, and I will add that so soon as the survey now in progress is completed and published (probably in the course of the next year), they will be perfectly safe navigable channels for the largest class of ships with adequate steam power.

The Rosario and Haro Straits are probably on a par, as regards their capabilities, and if lighted would be safely navigated by night.

The Middle Channel is narrower, and has a somewhat encumbered southern entrance; it would, therefore, probably not be chosen at night, though by day it is equally safe as the others, and possesses some advantages from being more sheltered.

There are safe and good anchorages in each of these straits; to describe them individually here would, I presume, be unnecessary, as they will all be minutely shown on the chart which is in course of completion, and which will doubtless be published so soon as received at the Hydrographic Office.

I may, however, mention generally the capabilities of the principal of them.

In the Haro Strait, Cordova Bay on the western or Vancouver shore offers good anchorage.

On Stewart Island, which helps to form the eastern side of the strait, there are snug and land-locked harbours, easily accessible to steamers; and among the Saturna group—the western boundary of the strait, where it enters the Gulf of Georgia—there is good shelter for a fleet, accessible either to sailing vessels or steamers.

In the Middle Channel the principal anchorage is in Griffin Bay, San Juan Island, one mile within the southern entrance; this is in all respects an eligible harbour; and I may add that the island of San Juan is the only one of any considerable size which is valuable, in an agricultural point of view, among the whole archipelago.

There is another good harbour, though somewhat small, in the Middle Channel; it is also on the eastern side of San Juan, four miles northward of Griffin Bay.

On Waldron Island there are two good anchorages.

In the Rosario Channel there are also several good anchorages,—on the eastern side, almost at its entrance, between Barrows and Fidalgo Islands, and on the western side equally near the entrance. The eastern shore of Lopez Island offers good shelter. Further north, in the channels between Fidalgo and Gurmes Islands, in the prosecution of our survey, we found convenient anchorage; and Strawberry Bay of Vancouver, on the west side of Cypress Island, is an eligible place of shelter.

The island of Orcas, the largest of the whole group, possesses two extensive sounds, which may be entered by the largest steamers with great facility both from Rosario and the Middle Channels, and either of them are capable of holding the largest fleets.

South East part of
VANCOUVER ISLAND,
showing the proposed sites for
Light Houses,
on the
GREAT RACE ROCK AND FISGARD ISLAND.

Scale of Miles

0 1 2 3 4 5

Variation 21° 30' E.

Esquimalt Harbr

Green Light

Red Light

Fisgard Lt (See large Plan)

Victoria Harbr

Brotchie Ledge

Discovery Id

Trial Isds

Albert Hd

White Light 58° of arc

When visible clears Race Rks and Albert Hd on West

Brotchie Ledge and Scrogg Rocks on the East

William Hd

Pedder Bay

Beecher Bay

Cape Calver

Bentinck Id

Church I.

North Race

Race Islands

W. Race

Great Race

(See large Plan)

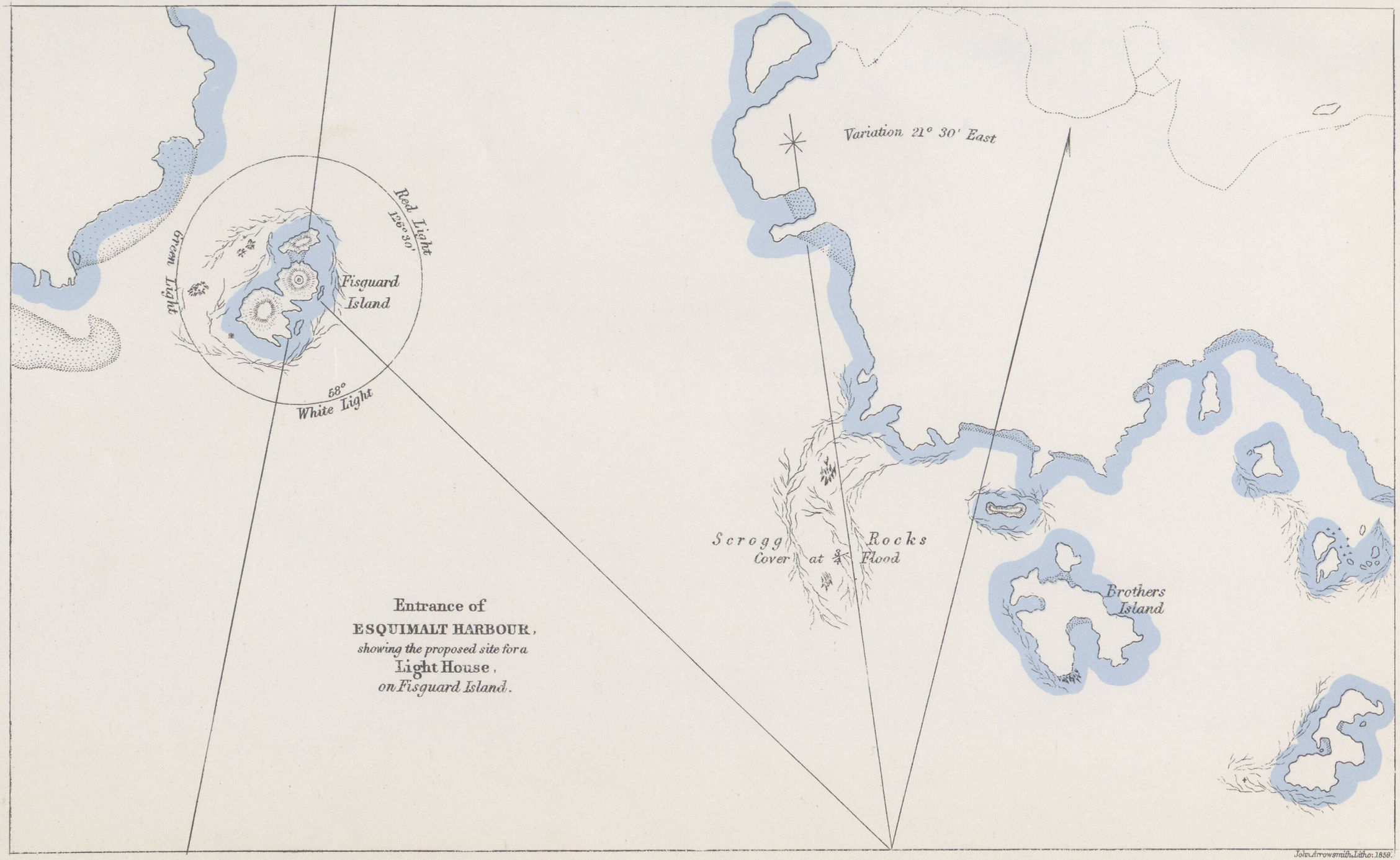
VI feet

V feet

Dungeness Lt Ho. W 1° S. 18½ miles

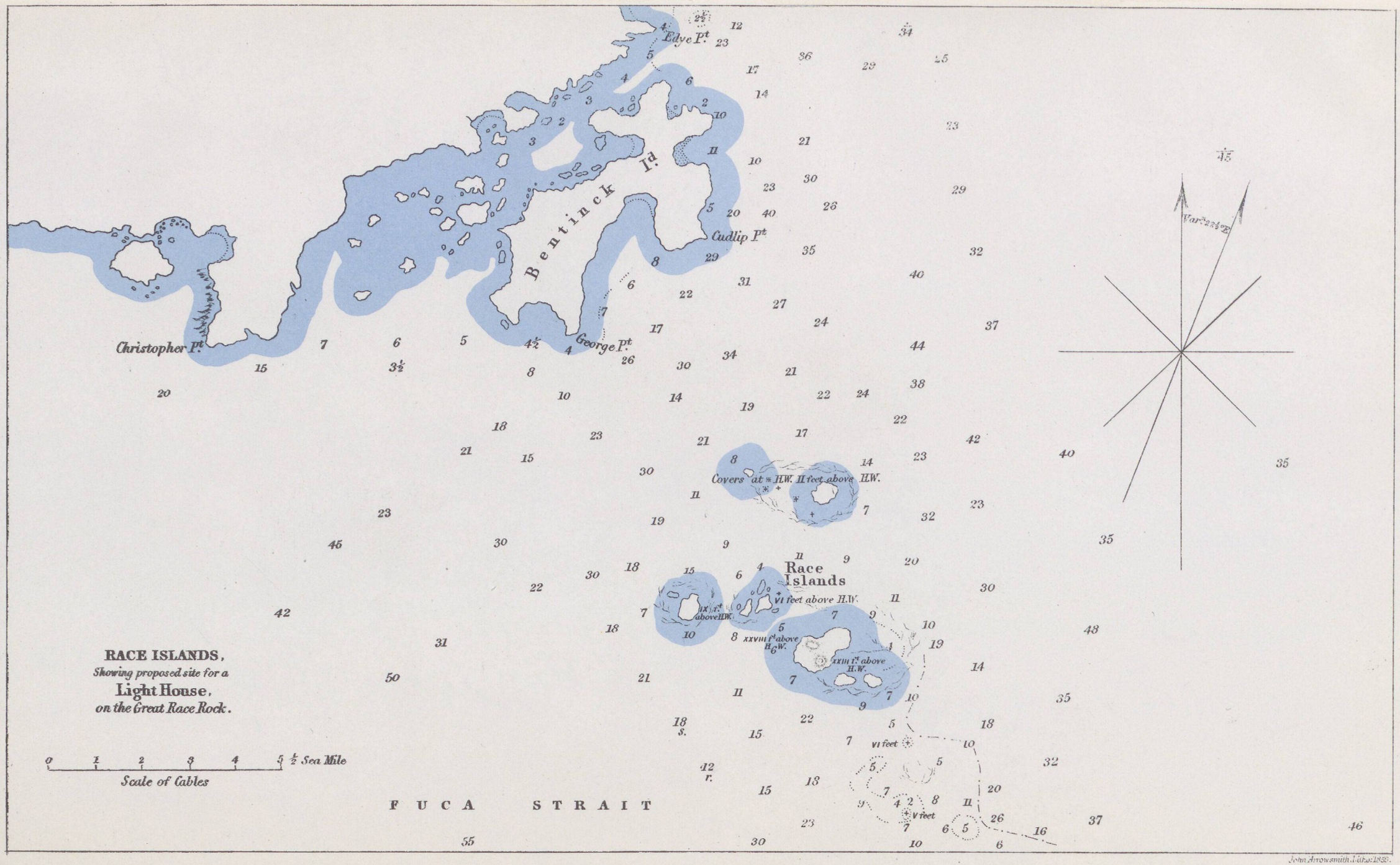
Smiths Island Lt S. 65° W. (Mag°) 28½ miles

John Arrowsmith Litho: 1858.



Entrance of
ESQUIMALT HARBOUR,
showing the proposed site for a
Light House,
on Fisguard Island.

John Arrowsmith, Litho: 1859.



John Arrowsmith Lith.r 1858.

Bellingham Bay, on the eastern shore of Rosario Channel, is an extensive sheet of water, affording good anchorage, and where the Americans have more than one town or city. Coal has been found and partially worked here.

On leaving the archipelago by either of the channels just mentioned we enter the Gulf of Georgia, which is here formed by the continent of America on the east, and by a narrow chain of islands lying immediately off Vancouver Island on the west, and is about twelve miles in width.

On its eastern shore, twelve miles to the northward, is Semiahmoo, or Boundary Bay; on the sea-coast of which the 49th parallel first enters the waters of the gulf, and, continuing west, passes through the tongue of land known as the Point Roberts, of Vancouver, leaving something more than a mile and a half of this point, by the Oregon treaty of 1846, in the possession of the United States. In that portion of Semiahmoo Bay which lies south of the parallel there is a small but good anchorage, known as Drayton Harbour. In that portion which lies north of the parallel, and consequently belongs to Great Britain, there is no harbour; but there is, nevertheless, good anchorage, unless with strong southerly gales, and this anchorage is little over half a mile from Drayton Harbour.

At Point Roberts in like manner, both on its eastern and western faces, there is very fair anchorage on the American side of the parallel; while on the British side there is no anchorage to the eastward, and a very indifferent one to the westward.

Seven miles northward of Point Roberts is the entrance of Frazer River, the general direction of which is north-easterly and northerly, and lying wholly in British territory; it is navigable for large ships for more than twenty miles, or as high as the position of Fort Langley; from thence small flat steamers have been as high as Fort Hope, a further distance of about fifty miles.

There seems no doubt, from the natural capabilities of this river, that it is the most favourable spot that could be chosen as the future capital of British Columbia. My personal experience and knowledge of the country extends at present no farther than the entrance, which has been this year examined and surveyed by the officers of the "Plumper;" but from the concurrent testimony of those who are qualified to judge, and among these I would mention Dr. Lyall, the naturalist and surgeon of the ship (at present engaged in the interior), the country, a few miles within the entrance, is in all respects suitable as the site of a new colony.

As regards the probability of superior coal to that found on Vancouver Island being discovered on the continent, I have not had an opportunity of judging; but doubtless Mr. Bowerman, the geologist of Major Hawkins' expedition, could afford valuable information on that and on many other points.

The facilities for entering the river, however, appear to me to bear more particularly on maritime and commercial interests, and to come more immediately within my province to describe; on this point I am able to offer an opinion with some confidence.

An extensive bank or series of banks extend westward from the mouth of the river for a distance of five miles, and then trends south-eastward until it nearly joins the western side of Point Roberts, and northward towards Point Grey, which is the southern entrance point of Burrard Inlet; through this bank the river, by the strength of its own stream, has forced an almost straight passage into the Gulf of Georgia, in a direction nearly S.S.W. In the shoalest part of this channel there is twelve feet at low water, and from eighteen to twenty feet at high; this shoal part extends but little over a mile, and both inside and outside the depth of water is considerably greater. At the outer sand-heads of the entrance the width of the passage is more than three cables' length; but this width contracts considerably within, and at the shoalest part is not over a cable and a half.

The south sand-head uncovers at low water, the other does not, but with a fresh wind the sea breaks on it; when within the sand-heads there is good anchorage in four to five fathoms.

The greatest difficulty attendant on the navigation of Frazer River is to hit upon the entrance, which only shows itself at low water, or when, in consequence of gales, the sea breaks on it.

It is true, there are natural leading marks which will point it out approximately in clear weather, but these marks are so distant and so frequently obscured that they can rarely be depended upon, and even in clear weather would not always be recognized by a stranger.

The measures I would propose to be adopted, to render the navigation safe and easy, in the event of the river rising in commercial importance, are as follows:—

A small vessel, prepared for the purpose to carry a signal by day and a light by night, should be moored, with suitable anchors and chains, near the south sand-head; on board her should be stationed a pilot, provided with a whale-boat, and whose especial duty it should be to keep the buoys in their position, and replace them if carried away by tide or floating timber. I would not recommend any expensive system of buoying; a few buoys—perhaps four or six—made from the trunks of trees, painted, and moored with chain and ballast, would answer all the purpose; the pilot's services would not then be required to conduct vessels through the shoals unless by any accident the buoys were removed. There should also be one or more river pilots, according to the demand for their services, to conduct vessels, after they have entered the river, as far as Fort Langley.

I should observe that after clearing the shoals there is sufficient water for vessels of any draught as high as Langley—five, seven, and, in some places, ten fathoms, and all that would be required would be a knowledge of the channel, which never alters.

If the light vessel should be considered objectionable, then a suitable beacon should be erected on the south sand-head, to point out its position; though I much doubt, from the nature of the sand, whether such a beacon would remain for any length of time. A buoy would also be objectionable, as a vessel must frequently be employed to examine the moorings, and it is liable to be carried away by floating trees.

Moreover one of the principal uses of the vessel would be as a dwelling for the pilot, who at the entrance of the river proper would be five miles from his station; besides the land at the entrance is very low and swampy for some considerable distance, and subject to be entirely overflowed at one season of the year.

In conclusion, the Frazer has this great advantage over the generality of large rivers; instead of emptying itself into an exposed ocean, as the Columbia does, where even a moderate breeze frequently

BRITISH COLUMBIA.

raises a sea on the bar such as to cause shipwreck and great loss of life, it debouches into a sheltered strait.

The neighbouring coast of Vancouver, distant only twelve miles, forming a breakwater to all but north-west winds, with which ships could run into Semiahmoo Bay, and find secure anchorage. Although vessels have frequently grounded on the shoals of Frazer River, I believe that no case of shipwreck or loss of life or property has resulted therefrom.

Immediately north-westward of Frazer River commences that series of deep and remarkable inlets, concerning which almost the only information we possess is derived from the hurried and partial exploration of Vancouver in the last century. It does not seem probable that any great extent of agricultural land is to be found among them, though doubtless their mineral treasures only require development.

It now remains to consider what may be termed the inner waters of Vancouver, which, both to the commercial and agricultural colonist, will assuredly be second in importance to no other portion of the island.

The eastern side of the island then, from its south-east point to the harbour of Nanaimo, a distance of about 70 miles, is enclosed by a compact barrier of smaller islands, completely shutting it in from the Gulf of Georgia, except by two narrow channels to the eastward and one very narrow one leading into Nanaimo Harbour, the only wide entrance into these waters being from the southward, a divergence from the Haro Strait.

Within this space lie the fertile valleys of Saanitch and Cowitchin, which, as well as many of the smaller islands, appear well adapted for cultivation.

The channels are admirably suited to steam navigatian or to sailing coasting vessels, for the tides, except in the narrow passes which communicate with the Gulf of Georgia and Nanaimo, are by no means strong.

The depth of water as a general rule is inconveniently great, but the result of the survey, so far as it has been carried out, proves that there are numerous good and convenient anchorages; doubtless many others will be found as the work progresses.

The harbour of Cowitchin and the Saanitch Inlet are among the most important of these inner waters; the former affords excellent anchorage, and a river of considerable extent runs into its head, which is navigable for boats, and may be adapted to mill power.

Saanitch Inlet runs in a southerly direction for nearly fifteen miles, its head reaching within five miles of the harbour of Esquimalt. Neither of these localities have yet been thoroughly surveyed by us, but doubtless the officers of the Hudson Bay Company are well acquainted with their capabilities.

Of Nanaimo, which, on account of its coal mines, is already one of the most important harbours on the island, it seems necessary to offer a few remarks.

It is a well sheltered port, having a good entrance from the Gulf of Georgia, and another from the south by the inner waters before described. This latter is very narrow, though with a good depth of water, and a very rapid tide runs through it. It is generally used by small steamers, and there is no reason why it may not be taken advantage of by vessels of any size, having sufficient steam power, when surveyed.

The saving of the distance from Esquimalt to Nanaimo by the inner channels is twenty miles, the whole distance being about sixty-six miles. By the Haro Strait and Gulf of Georgia it is about eighty-six miles. The harbour of Nanaimo, though a good one, has some banks which should be buoyed to render it safe for a stranger to enter (some temporary beacons are already erected by the Hudson Bay Company). A good pier has lately been built, alongside of which vessels may lie and coal with great facility. As much as 150 tons has been taken by one vessel in a day, and several vessels together might take in the same quantity. Several thousand tons are ready for shipping, and the miners easily keep that quantity on hand. As regards the quality of the coal, it more resembles the Newcastle than any other, and is but little inferior to the average of that description; it answers very well for steam purposes, but produces a dense smoke, and the tubes of the boilers require sweeping more frequently than with any other coal I am acquainted with. There are some good streams at and near Nanaimo well adapted to mill power, and there are other good harbours in the vicinity, close to coal beds, but which have not yet been surveyed.

Of the several inlets and sounds which indent the western coast of the island but little is yet known. Since the time of Vancouver they have been rarely visited except by sealers and small vessels, who trade with the natives for oil and fish.

The knowledge which these men have gained I have rarely found them willing to communicate; they possibly make a good harvest, and are unwilling that their preserves should be more frequently disturbed.

Many years since I visited Nootka Sound, which probably may be taken as a type of the others. Their general characteristic, deep and narrow channels, studded with islands and thickly timbered; spars of large size procurable, and probably those of a superior kind will be found at the head of these arms, which in some instances reach midway to the eastern coast of the island. It is more than probable that when the tide of emigration shall set in the direction of Vancouver Island, these inlets will become of great importance, particularly that of Nitinat or Barclay Sound on the S.W. coast, close to the entrance of Fuca Strait, and the head of whose waters has been reached in little more than a day's journey on foot, from the coast a few miles north of Nanaimo Harbour on the east coast. Mr. Horn, a gentleman of the Hudson Bay Company who made this journey, informs me that he crossed a very extensive lake in the centre of the island, and that much good and open land exists in its neighbourhood entirely free from the dense forests which fringe the whole sea-coast of the island.

It is also certain that valuable fisheries might be established in these deep sounds, and great quantities of good oil exported; and it more than probable, nay, almost certain, that seams of coal will be discovered.

GEORGE HENRY RICHARDS,
Captain H.M.S. "Plumper," Vancouver Island Survey.

No. 8.

BRITISH COLUMBIA.

No. 8.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 7.)

Victoria, Vancouver's Island, October 27, 1858.

(Received December 14, 1858.)

(Answered, No. 16, February 7, 1859, p. 78.)

SIR,

1. I HAVE the honour to acknowledge the receipt of your Despatch, No. 9,* of the 14th of August, and I hasten to attend to your requisition for information on the subject of the disposal of land in British Columbia to companies or private individuals.

* See Page 49, Part I.

2. In order to meet your instructions more fully on that subject, I directed Mr. Surveyor Pemberton to draw up a report describing in a general manner the existing arrangements for the sale of land on Vancouver's Island, and the proposed arrangements for the sale of land in British Columbia. That report I have now the honour of herewith transmitting to you. It embodies my own views on the subject of land sales, except on one or two points.

Enclosure.

3. Mr. Pemberton, for instance, suggests that the system of receiving payment for Crown lands by four annual instalments, instead of immediate payment, should be abandoned, on account of the trouble and difficulty of collecting the instalments; but reasons equally cogent may be urged in support of the existing system, such as the benefit and relief it gives to poor settlers, and I am therefore of opinion that the same system may be extended with advantage to British Columbia in all sales of country lands exceeding fifty acres, but not in sales of town lands, which are always paid for on receiving the title deeds.

4. We propose to sell country land in Fraser's River and other mining districts at the fixed price of 1*l.* per statute acre, and town land according to the public value of the site, I think however it might be advisable to adopt a lower selling price than 1*l.* per acre, in purely agricultural districts, where no minerals are found, for the purpose of encouraging early settlement. That, however, is an arrangement which may be reserved for further consideration.

5. I propose for the present to reserve all mineral lands, which are generally speaking unproductive under cultivation, for the purposes of revenue, such as a great part of the narrow belt of table-land, extending from the river to the mountains on the banks of Fraser's River, between Forts Hope and Yale.

6. A series of meteorological observations would no doubt be highly interesting to the public, and we propose to have them taken at the surveying offices as soon as they are established, and we are supplied with the proper instruments.

7. With these few observations I will close my remarks on Mr. Pemberton's report.

8. I beg also to assure you that we shall attend to the instructions contained in your said Despatch, concerning the disposal of land; preventing persons from squatting on the public lands; keeping separate accounts of all revenue derived from the sale of land, and its application at present to the purposes of survey and communication, and the necessary accounts will be furnished from time to time after the public lands are brought into the market.

9. I shall also not fail to give effect to your views in regard to the naturalization of foreigners, and you may rest assured that there will be no just cause of complaint for favours shown to the servants of the Hudson's Bay Company; and that every precaution will be taken to repress peculation and land-jobbing, and to protect the public interests committed to my care.

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure in No. 8.

Encl. in No. 8

Land Office, Victoria, Vancouver's Island,
October 26, 1858.

SIR,

I AM honoured with your instructions requiring me to describe in a general manner existing arrangements for the sale of lands in Vancouver's Island, and secondly, proposed arrangements for sale of lands in British Columbia.

In Vancouver's Island we consider lands, as 1st, country lands; 2nd, mineral; 3rd, town; and 4th, suburban.

Vancouver's Island.

BRITISH COLUMBIA.

1st. Country lands.

Country lands have been sold at 1*l.* per acre, in lots from 20 acres upwards, to suit the means of purchasers. To encourage settlement, payment in four annual instalments has been received, and a liberal allowance made for rock and swamp.

The minimum size for sections sold now is 100 acres, owing to difficulties in giving access to smaller quantities, and to hinder speculators from purchasing selected spots with a view to prevent the sale of surrounding lands for their own benefit. It was also found necessary to discontinue allowances for rock and swamp, in the sale of small tracts of land.

Manner in which the sales are conducted.

Until lately, the surveys easily kept pace with the purchases; if anybody required a particular piece of land, he paid for it, the lines were marked out, and he was at once put in possession.

Payment by instalments.

The instalment system is still in force, but whether it is desirable to continue it here, or to extend it to British Columbia is at least questionable; it has been of the utmost benefit to poor settlers, but on the other hand it increases the amount of office work, and when settlers decline, or are unable to pay up an instalment, it is found practically impossible to collect it. For the reason last named, I should suggest the abandonment altogether of the instalment system, lowering, if necessary, the price of land.

Right to pre-empt.

In this office I have endeavoured to act on the principle, that no pre-emption claim to land can exist which cannot be traced to the cash book. If a district has been surveyed, an applicant for land within that district is simply told that such and such sections are sold and such not, and the cash book is referred to if necessary. If a district has not been surveyed, an applicant for land within that district states the quantity of land he requires, and pays the instalment. On the receipt, a rotation number is marked. When the surveys are complete, the date of payment decides the order of choice. The books are open to inspection.

Mineral lands.

In lands where coal was supposed to exist, Nanaimo for instance, the usual deduction from the purchase money on account of rock and swamp was not made, but the full price of 1*l.* per acre was required.

Roads.

In sections of lands to be sold, we make reserves for main lines of roads only where it is certain communication is required. It is impossible at first to say with certainty in what places population will concentrate. After providing for main lines of road, I am of opinion that it should be understood, that when a district is settled, the people in it should appoint some one or two qualified persons to lay out the roads required in that district; or if the residents cannot agree, let the Legislature, when the question becomes pressing, empower some one to arrange the branch roads for them. Until a district is for the most part sold, no serious inconvenience from want of roads is felt, as access is had through unsold lands.

2nd. British Columbia Country lands.

In British Columbia it is proposed to use the 49th parallel as a base to build a series or network of square miles upon; every line to run true N. and S. or E. and W.

Each square mile to be subdivided into eight sections containing eighty acres each, or into six sections containing 107 acres nearly each; the latter would, perhaps, be preferable. In this system, discrepancies arising from convergence of meridians would be accounted for by selling each section for what it might actually contain.

Mineral lands.

To reserve, for the sake of revenue, lands on which minerals are known to exist. They are generally worthless for purposes of cultivation.

Town lots and suburban lands.

When town sites are decided on, to lay out town and suburban lots, and to sell them unconditionally, but in such quantities only as would discourage mere speculative purchasers.

An upset price.

In all lands to be sold, to name an upset price; and if competition exists, to let the price offered decide.

Trigonometrical surveys.

I would recommend omitting trigonometrical surveying at first, on account of the delay in bringing lands into market and allotting to purchasers, who may be expected to arrive in great numbers, and who will be put to much expense and inconvenience if not put in immediate possession of land.

Rectangular surveyor.

The square-mile system has the advantage of surveying and allotting in the one operation; when a country is trigonometrically surveyed, it has still to be allotted.

Assistants.

Excepting the gentlemen attached to the Boundary Commission, there is a decided scarcity of men in this country sufficiently acquainted with practical astronomy, to carry this great work out, as well as of the proper instruments. If civil assistants are sent from England, some qualified person should examine strictly into their qualifications, and not be satisfied with mere credentials.

Each surveyor should come provided with all the instruments he requires, to commence the fieldwork described,—drawing instruments as well.

Offices.

It is proposed to establish district land offices at Langley, Hope, and Yale, and to place an assistant in charge of each.

Meteorological observations.

Metereological observations of a simple kind might be taken at those offices without occasioning loss of time; if so, a few rain-gauges, weathercocks, thermometers, and barometers would be required.

Colonization Circulars.

When preliminary arrangements are decided on, an edition of colonization circulars, similar to those issued at the London Emigration Office, for the purpose of giving information to persons desiring to emigrate, and to save time now occupied with explanations, and cheap maps to be sold at cost and charges, would be very serviceable.

The foregoing remarks are, I think, in accordance with the instructions I have from time to time received from your Excellency.

I have, &c.

His Excellency J. Douglas, Esq.
Governor, &c.

(Signed) JOSEPH D. PEMBERTON,
Acting Colonial Surveyor.

No. 9.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 9.) Victoria, Vancouver's Island, November 3, 1858.

Sir, (Received January 15, 1859.)

1. I have the honour of submitting the following remarks on the subject of establishing a seaport town for the Colony of British Columbia.

2. The Colony of British Columbia possesses an extent of about 500 miles of sea-coast, stretching from the point where the 49th parallel of latitude first strikes the sea-coast to the line of the Russian possessions in Portland Canal.

3. That circumstance obviously suggests the necessity of establishing in British Columbia for the convenience of trade more than one seaport town, where vessels may enter with cargoes of foreign goods.

4. One seaport town, and that of the greatest present importance should be established at the entrance of Fraser's River, and another in some convenient and accessible harbour, on the coast of British Columbia, north of Vancouver's Island.

5. There is unfortunately no convenient harbour for shipping at or in the near vicinity of Fraser's River, that is to say, between the boundary of the United States in the 49th parallel of latitude to Point Grey, at the entrance of Burrard Canal.

6. Extensive sand banks, sweeping five miles from the land into the Gulf of Georgia, and reaching from Point Roberts to Point Grey, form an open unsheltered anchorage, but there is no harbour on that section of the coast.

7. The ship channel into Fraser's River winds in a somewhat tortuous and narrow passage through those sands, and has a depth of water sufficient for vessels drawing 18 feet.

8. Beyond the sands the river increases in depth and the current in force and velocity. The banks for the first ten miles are low, being only a few feet above the water level, and there is a wide extent of wet marshy country on both banks of the river, intersected by creeks and covered with sedge, willows, and coarse grass.

9. That low, wet district passed, the country presents a new aspect, being more elevated and covered with pines and other forest trees.

10. That is the point where the seaport town can be established to the greatest advantage, and for this reason, that it is accessible to sailing vessels, which, owing to the lofty banks on both sides of the river, beyond that point, can rarely depend upon a fair wind, or ascend further without using the warp, or by the help of steam.

11. The "Port of Entry" for all ships entering Fraser's River for trade should be established somewhere about that point known as H. B. C. Tree, the first explorers of the river having marked a tree with those letters, and the point has ever since retained the name; while, for the convenience of general trade, and to prevent the risks and delays consequent on entering the river, a custom-house officer might be stationed at Point Roberts, or at some more convenient point on the sea-coast, outside of Fraser's River, to enter ships bound to other ports in the Gulf of Georgia, north of Fraser's River.

12. The accompanying chart,* showing the character of the country, near the mouth of Fraser's River, and the point where it is here proposed to place the seaport town, will be found useful for reference.

* This Chart will be found at the end of this Paper.

13. I would propose another plan, which is however open to adoption only should Vancouver's Island be incorporated with British Columbia; and this is, that the safe and accessible harbour of Esquimalt, Vancouver's Island, should be made the port of entry to sea-going vessels for both Colonies, leaving the navigation of the Gulf of Georgia and other inland waters for a class of steam vessels calculated to do the work with safety and despatch. This latter plan is very popular with the property holders of Vancouver's Island, who are generally desirous of having the seaport town of British Columbia at Esquimalt or Victoria, where it now is; but if that plan should appear objectionable to Her Majesty's Government, then there will remain the alternative of selecting the point

British Columbia.

before described, about ten miles from Port Pelly, up Fraser's River, where the land is level, dry, and otherwise well adapted as a town location.

14. One of those two places will, I apprehend, have to be adopted in fixing upon the site of the seaport town of British Columbia.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 10.

No. 10.

Copy of a DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 12.) Victoria, Vancouver's Island, November 3, 1858.

Sir, (Received January 15, 1859.)

* See page 51, Part I. C.O. 11 Aug. 1858. Ad. 16 Aug. 1858. C.O. 20 Aug. 1858.

I have the honour to acknowledge receipt of your Despatch, No. 5,* of the 2nd September 1858, forwarding to me copies of a correspondence between the Colonial Office and the Board of Admiralty, of the dates as per margin, on the subject of affording naval assistance to British Columbia.

2. I glean from this correspondence the just appreciation you have formed of the importance of the service referred to; and I feel truly grateful for the great interest Her Majesty's Government have taken in the protection and advancement of British Columbia, as is evidenced by the nature of the instructions which this correspondence has caused to be given to the Commander-in-Chief of Her Majesty's naval forces in the Pacific.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 11.

No. 11.

Copy of a DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 14.) Victoria, Vancouver's Island, November 4, 1858.

Sir, (Received January 15, 1859.)

* See page Part I.

I have the honour to acknowledge the receipt of your Despatch, No. 8,* of the 2nd September last, referring to your Despatch No. 6, in which it is mentioned that the detachment of Royal Engineers which Her Majesty's Government have taken measures to send to British Columbia would be maintained at the imperial cost for only a limited period, and that the Colony would afterwards have to defray the expense thereof; but that the more recent intelligence received since the date of your Despatch No. 6, of the prospect of raising a large and early revenue in the Colony, had caused an alteration in your views, with respect to the first charge for the engineer party; and that Her Majesty's Government now expect that British Columbia shall be self-supporting, and that the first charge upon the land sales must be that of defraying all the expenses which the engineer party shall occasion, and directing me to make suitable provision to reimburse the British Treasury for any expenditure incurred on this account, as soon as the circumstances of the Colony permit.

2. I shall not fail to attend most carefully to those instructions, without, however, entertaining much hope of being immediately able to meet the expense of the military establishments of the country, or of roads, surveys, public buildings, and other indispensable outlay, which must be incurred before the country can possibly become a fruitful source of revenue; like a nurseling, it must for a time be fed and clothed; yet I trust it will, before many years, re-imburse the outlay, and repay the kind care of the mother country with interest.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 12.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 15.) Victoria, Vancouver's Island, November 4, 1858.

Sir, (Received January 15, 1859.)

I have the honour to acknowledge the receipt of your Despatch No. 7† of the 2nd September last transmitting copies of a correspondence between the Colonial Department and the War Office, on the subject of the measures which had then been taken for sending a detachment of the Royal Engineers under the command of a Field Officer to British Columbia, and stating that Colonel Moody had been appointed to the command and to the office of Chief Commissioner of Lands and Works in British Columbia, and transmitting a copy of the instructions which had been addressed to that officer, with reference to the discharge of his duties in that capacity, and specifying the amount of regimental pay and colonial allowances to which he and the commissioned and non-commissioned officers of the detachment are entitled.

† See page 52, Part I.

I further observe the arrangements made for the conveyance of the larger portion of this detachment by Cape Horn, and for the despatch of 20 men and an officer by the way of Panama.

2. I have no remark to make in reference to those arrangements, except to observe that in your instructions to Colonel Moody, and correspondence with the War Office, every difficulty appears to have been foreseen and provided for.

3. Colonel Moody's appointment to the office of Chief Commissioner of Lands and Works will relieve me of much responsibility, and I look forward with satisfaction to the period of his arrival and the commencement of those useful labours which will tend so much to the advantage and development of the new Colony.

The revenues of the country will not be immediately capable of defraying the expenses of this detachment, and I shall be under the necessity of drawing upon the Lords Commissioners of the Treasury, according to the implied authority in Mr. Merivale's letter of instructions of Colonel Moody, until the new Colony is in a position to meet that expenditure.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

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No. 13.

No. 13.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 16.) Victoria, Vancouver's Island, November 5, 1858.

SIR, (Received January 15, 1859.)

I HAVE the honour to acknowledge the receipt of your Despatch, No. 9,* of the 2nd September, and have to thank you for transmitting a copy of a correspondence between the Treasury and the Colonial Office, on the subject of the postal arrangements between England and British Columbia, a subject deeply interesting to every person connected with this country.

* See page 56, Part I.

2. I observe by that correspondence that it was proposed to extend the present mail service by the way of Halifax and Nassau to Colon at a probable expense of 25,000*l.* per annum, apparently with the view of facilitating postal communication between Vancouver's Island and Canada, already accomplished *viâ* New York.

3. From Panama to Victoria Her Majesty's Government would be inclined to establish a line of British Postal Steamers, but for the great expense, say 100,000*l.*

For the present, therefore, it is proposed to enter into arrangements with the Postmaster of the United States, for the carrying of mails from Panama to San Francisco, and to invite tenders for their conveyance thence to this place, not being aware probably that the mails are already conveyed to Pugets Sound and this place by the United States Mail Steamers. It is also proposed to request the Postmaster of the United States to reconsider the time of departure of the United States mail steamers from Panama, so as to suit the Royal Mail Company's steamers.

4. By existing arrangements we receive our mails once a fortnight, and have not much reason to complain.

From England to Colon two routes are open, viz., *viâ* New York and by the Royal Mail line. The former is the more certain of the two for letters, and the one generally adopted by business men, as it connects with the line between Panama and San Francisco. The last named could hardly alter their periods of departure without confusion on the Atlantic side. If Her Majesty's Government carry out their views, and establish a line from Nassau, we should thus have three lines arriving at Colon. As there will probably be a weekly line soon from Panama northwards, there would appear to be little gain by interfering with present arrangements between San Francisco and New York, Canada and England.

5. A detention of sometimes a week occurs at San Francisco, not necessarily, but from want of arrangement on the part of the American authorities. The steamer conveying the mail northward frequently calls at the Columbia River, where she is liable to detention, and also frequently does not deliver our mail till her return voyage from Olympia, at the head of Puget Sound, occasioning a loss of two days, and giving us no time to reply to letters received by the same mail.

6. The only detention and irregularity therefore which we would wish to see remedied lie between San Francisco and this place, and this could easily be effected by an arrangement with the Pacific Mail Company, or perhaps by the preferable mode of inviting tenders for the service.

7. It would be advisable to stipulate, in any such arrangement, that the steamer leave San Francisco for Victoria direct within twelve hours after departure of the Atlantic mail at San Francisco, and leave Victoria on her return trip to San Francisco, in time to overtake the next succeeding mail.

The voyage either way ought to be performed in about four days, thus allowing six days to reply to letters from Europe.

8. When the resources of the Colony are more fully developed, a line of British postal steamers from Panama to Victoria would be the most satisfactory and advantageous to British interests in this part of the world. This line might touch at San Francisco and ports in Mexico, from whence treasure is largely exported, in all of which there are large British interests, and between which there is a large passenger traffic.

9. Trusting that these remarks may not be found irrelevant,

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 14. No. 14.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 17.) Victoria, Vancouver's Island, November 5, 1858.

SIR, (Received January 15, 1859.)

I HAVE the honour to acknowledge the receipt of your Despatch, No. 12,* of the 2nd of September last, transmitting to me a copy of a letter from the Aborigines Protection Society, invoking the protection of Her Majesty's Government on behalf of those people. * See page 58, Part I.

2. While you do not wish to be understood as adopting the views of the society as to the means by which that may be best accomplished, you express a wish that the subject should have my prompt and careful consideration, and I shall not fail to give the fullest effect to your instructions on that head, as soon as the present pressure of business has somewhat abated. I may, however, remark that the native Indian tribes are protected in all their interests to the utmost extent of our present means.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

No. 15. No. 15.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 21.) Victoria, Vancouver's Island, November 6, 1858.

SIR, (Received January 15, 1859.)

I HAVE the honour to acknowledge receipt of your Despatch of the 2nd September 1858, No. 17,† transmitting for my information copy of correspondence between the Colonial Office and the Foreign Office of the dates as per margin, touching certain queries addressed to Her Majesty's Minister, at Washington, by the Secretary to the Pacific Mail Steam Packet Company. † See page 63, Part I. F.O. 26 July 1858. C.O. 25 Aug. 1858.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

No. 16. No. 16.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 22.) Victoria, Vancouver's Island, November 6, 1858.

SIR, (Received January 15, 1858.)

I HAVE duly received your Despatch, No. 13,‡ of the 2nd September last, acquainting me that the Society for the Propagation of the Gospel propose to send one or two Missionary Chaplains to British Columbia with as little delay as possible. ‡ See page 60, Part I.

2. I am glad to learn that such is the intention of this Society, and I shall be most, happy to render every assistance in my power to the clergymen when they arrive. They will find there is an extensive field open to missionary enterprise, as well amongst the white population as amongst the native Indian tribes.

3. The recent immigration into the British Possessions in these parts has consisted mainly of foreigners, and bearing this in mind, with the local position of the territory, and the influence that may be exercised by the ministers of religion over a people, it appears to me very desirable that there should be but little opening for the introduction

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of any foreign clergy; and for these reasons alone, merely as a matter of policy, and without entering into higher considerations, I esteem it of some importance that every encouragement should be given to promote the emigration to this country of English clergymen.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 17.

No. 17.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 23.)

Victoria, Vancouver's Island, November 6, 1858.

(Received January 15, 1859.)

SIR,

* See page 51, Part I.

IN acknowledging receipt of your Despatch of the 2nd September 1858, No. 3,* transmitting to me the Queen's Revocation of the Crown Grant of the 30th May 1838, to the Hudson's Bay Company, in so far as relates to the territories comprised within the Colony of British Columbia, I beg to acquaint you that the necessary Proclamation upon this subject will be made in the course of a few days.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 18.

No. 18.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 25.)

Victoria, Vancouver's Island, November 8, 1858.

(Received January 15, 1859.)

SIR,

† See page 60, Part I.

IN reply to your Despatch, No. 14,† of the 2nd of September, transmitting copy of a letter which you addressed to Colonel Moody, on the subject of granting land, on certain conditions, to the non-commissioned officers and men of the Royal Engineers, who are to be employed in British Columbia, and instructing me to report to you my opinion whether it would be desirable to grant remissions on the purchase of land to retired officers of the army and navy, as was formerly the custom in many of the British Colonies, I have the honour to state, that without having had opportunities of acquiring information on the subject of your Despatch, I am strongly biassed in favour of extending the system of locating retired officers of the army and navy in British Columbia, and of making grants to the men of the Royal Engineers of small portions of agricultural land, on condition of residence and military service in the Colony, if called upon.

2. I think it especially desirable to introduce the remission system into British Columbia, for the purpose of adding a respectable British element to the population, and thereby infusing and encouraging sentiments of attachment and loyalty to the Crown. I think the advantages greatly outweigh any inconvenience that may in future arise to the Colony from the introduction of the system, seeing, as suggested in your Despatch, that the privilege of granting remissions on the purchase of land to retired officers might for a time be secured to military settlers, even should the Crown lands be hereafter made over to the Colony.

3. I now submit a list of the officers for civil situations immediately required in the new Colony, feeling assured, however, that circumstances will soon render it necessary to allow a complete Civil Staff.

4. Mr. Begbie will, as you have so kindly arranged, lend his general aid for the compilation of the necessary laws and other legal business, properly coming within the range of duties discharged by the Attorney-General, but as he cannot engage in conducting

suits on the part of the Crown, it is obvious that the appointment of a law officer for the Crown is immediately required. I would thus suggest the following appointments:—

An Attorney-General.
A Colonial Secretary.
A Colonial Treasurer.
A Colonial Accountant.

The pay of those officers must necessarily be regulated by the expense of living in the Colony.

A gentleman may live in England on an income of 1,000*l.* a year with far more comfort than an income of 1,800*l.* would command in this country.

5. As the Attorney-General and Colonial Secretary will hold offices which should be filled by gentlemen of the best education and ability, I think that such men may not be disposed to accept of a less valuable appointment, and perhaps the Treasurer, who will have to find heavy securities, may be included in the same category.

6. The pay of the Accountant may be regulated by the pay allowed to the higher appointments, and probably about 700*l.* a year may be considered a fair compensation for that official.

7. I will take the liberty of addressing you further on the wants of the Colony as they occur.

8. The want of efficient assistance, the multiplicity of the duties devolving on me, and the journeys I have been compelled to make into the gold regions for the enforcement of law and order, must plead my excuse for not addressing you more frequently on the affairs of the colony; though the reports of my two journeys to Fraser's River embody almost the whole amount of reliable information that can yet be given in respect to the value and extent of the gold fields.

I will, however, hereafter prepare a brief report on that subject by every mail.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

No. 19.

No. 19.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 26.)

Victoria, Vancouver's Island, November 8, 1858.

SIR,

(Received Jan. 15, 1859.)

I HAVE the honour to acknowledge the receipt of your communication of the 1st September last, marked "Separate,"* introducing Captain Parsons, of the Royal Engineers, who arrived here on the 29th ultimo, by the mail steamer "Panama," from San Francisco, with the detachment under his command in perfect health.

* Vide page 50, Part I.

2. I have, according to your instructions, provided house accommodation for Captain Parsons and the detachment at this place, and I will afford him every possible assistance in my power towards providing for the arrival of Colonel Moody; and further, should temporary accommodation for the party be required at any of the Hudson's Bay trading posts, I will take care that such accommodation be afforded.

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

No. 20.

No. 20.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 27.)

Victoria, Vancouver's Island, November 8, 1858.

SIR,

(Received Jan. 15, 1859.)

1. I HAVE the honour of acknowledging the receipt of your Despatch, No. 16,† of the 2nd September last, explanatory of the legal position which I now fill in the colony of British Columbia, and the nature of the forms and duties demanding my immediate attention.

† See page 61, Part I.

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2. The instructions contained in your Despatch in reference to the discharge of those duties will receive early attention, and with that view I purpose to proceed in a few days hence to British Columbia, to make formal proclamation of the Act of Parliament under which the colony is to be governed. I feel exceedingly obliged to you for your kindness in explaining the necessity and consequences of that formal proclamation of the Act, and of the proclamation of indemnity which I shall afterwards issue, in protecting myself and my subordinate officers from legal proceedings.

3. I shall also not fail to attend to your further instructions respecting the establishment of courts of justice; defining miners' rights by positive regulations, instead of allowing them to grow up by mere custom or accident; and the establishment of a police force; which as you will observe by my previous communications have been, to some extent, already executed, but will be more perfectly carried into effect upon the arrival of Mr. Begbie, an event which I anticipate with satisfaction, as affording a prospect of relief from the burthens now borne by the executive alone.

4. In another communication herewith, I mentioned my intentioned to proclaim the revocation of the Hudson's Bay Company's licence of trade in a few days, though practically it has already ceased to exist.

5. The extensive powers which Her Majesty's Government have intrusted to me will be used discreetly and with moderation, and you may rely that everything in my power shall be done to prove that Her Majesty's Government have acted judiciously in taking such measures for the protection of the country, in circumstances unusual and of the greatest possible difficutly.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 21.

No. 21.

COPY of a DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 28.)

Victoria, Vancouver's Island, November 9, 1858.

SIR,

(Received January 15, 1859.)

I HAVE the satisfaction of announcing, for your information, the arrival yesterday, at this place, of Captain Grant, with the detachment of Royal Engineers under his command, and also of Mr. Chartres Brew, inspector of police, by the same steamer. Judge Begbie had arrived safely at San Francisco, and is expected here by the next steamer.

The detachment of Royal Engineers will be moved to British Columbia as soon as we have completed two wooden houses in frame, which will occupy two days more, for lodging the detachment on their arrival at Fort Langley. The officers and men are in the meantime provided with comfortable quarters at this place, and are all in perfect health.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 22.

No. 22.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 29.)

Victoria, Vancouver's Island, November 9, 1858.

SIR,

(Received January 15, 1859.)

I HAVE received your communication of the 2nd September last, marked "Separate,"* alluding to a report sent by Captain Richards to the Lords Commissioners of the Admralty, and suggesting the appoinment of gold commissioners with the powers of magistrates, and the establishment of a police force at the diggings.

* See page 65, Part I.

It was highly satisfactory to learn that in respect to those measures I had only antiicpated your wishes and I may add that with respect to the Hudson's Bay Company, they no longer possess rights or enjoy any privilege that is not equally shared by all Her Majesty's subjects in these Colonies.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 23.

Copy of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 30.) Victoria, Vancouver's Island, November 9, 1858.

SIR, (Received January 15, 1859.)

1. HAVING just received a report from Mr. Commissioner Hicks, I beg to communicate the particulars of the same for your information.

2. This report refers chiefly to that part of the Fort Yale District, situate between that place and Cornish Bar, four miles below Fort Hope. It appears that satisfactory progress is being made in the development of the resources of that district. Twenty-one canal or "ditch companies" have been formed for conveying water to the different mining bars. Thirteen of those works are finished and in full operation; seven are in progress and nearly finished, and permission to form the last has just been granted. Those works are of vast utility in washing for gold, enabling the miner to carry on operations with more success and economy, and to work soils that would not yield a remunerative return without the aid of those labour-saving machines.

3. There are also several water companies engaged in making watercourses on the table-lands in the vicinity of Fraser's River, their object being to erect flumes that will supply more than 1000 mining claims with water. As it is by such undertakings that the country will be fairly prospected, every encouragement is given to the enterprising men who undertake it.

4. An extensive table-land on the right bank of Fraser's River, four miles below Fort Yale, and at least sixty feet above the highest water level, which I have named, "Prince Albert's Diggings" was lately discovered to be highly auriferous. Extensive preparations are now being made for opening mining shafts there; and it is reported to be extensive enough to give employment to 4,000 men, allowing to each twenty-five feet frontage, and 500 feet in depth.

This being the first dry diggings discovered in the Fort Yale District, the mining claims were laid off on a much larger scale than the regulation quantity, as Mr. Hicks was desirous of encouraging the miners who were looking forward with confidence to reaping a rich harvest in return for their labour. There is, however, no water at a convenient elevation in the vicinity; several companies have therefore been licensed to convey water from the neighbouring mountains,—a work which will probably take about six weeks to accomplish.

5. It was lately reported that silver was discovered near Fort Yale, in a quartz lead, but the specimens brought here have proved valueless.

6. Hill's Bar is reported to be worked out, and the miners have now turned their attention to the banks of the river, which are found to be very rich, and they are now conveying water, at their own charge, for sluice washing from a distant source, at a cost of about 800*l.*

7. The miners on American and Santa Clara bars were also waiting for a supply of water, which is being conveyed by means of a canal from a lake about two miles distant, at a cost of over 1100*l.*

8. Very few claims can be worked to much advantage with the rocker on Cornish Bar, and the miners are engaged in bringing in water for sluicing, so that they will shortly be able to carry on operations with a better prospect of success. In the operations of fluming and sluicing, where the dirt only pays a penny to the pan, a man can earn ten dollars a day, in places where with the rocker he could not save more than one dollar a day, the gold being so fine that it is almost impossible to save it without the aid of quicksilver.

9. Very little mining is carried on between Fort Yale and the upper end of Douglas Portage, the rain and cold weather, together with the high price of provisions, having compelled the miners to relinquish their occupation for the season.

10. On the table-land directly opposite to Fort Yale several shafts have been sunk, and good mining ground discovered. It was proposed to lay out that table-land in twenty acre garden lots for sale, but we shall now reserve the land for mining purposes.

11. A shaft was lately sunk for the purpose of testing the ground on which the town of Fort Yale stands, and good diggings of coarse gold were found, which caused so much excitement that the miners could hardly be restrained from opening works in the very heart of the little town.

12. Another discovery was lately made on a large extent of flat land, opposite to Strawberry Island, which appears to contain rich deposits of the precious metal, yielding as much as ninepence to the pan, at a depth of eight feet from the surface.

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A licensed company has undertaken to bring water to the flat from a distant creek, but it will take some time to complete the operation.

13. Mr. Commissioner Hicks in continuation of his report proceeds as follows :—

"I have given your Excellency some idea of the mining prospects, which cannot be but most gratifying to your feelings, especially with regard to Prince Albert's Flat, above the rock named Albert Head, at least one mile of frontage on the river, I intend to survey off into claims of twenty-five feet frontage. Your Excellency will perhaps feel much surprised at the depth allowed for each claim; the stripping of the top dirt does not pay within eight feet of the surface; it would not pay men to go to the great expense of fetching in water so long a distance, unless more extended privileges were granted; therefore it was to open these mines and encourage the men that induced me to comply with their wishes: there is plenty of ground that pays even up to the foot of the mountain, about one and a quarter mile back. I trust you will confirm the action I have thus taken.

"I have very many difficulties to contend with, especially with regard to water grants; men are almost at times out of their senses, and are determined to infringe on the privileges granted to others. I was compelled to issue injunction notices to Messrs. Williams, Burns, and six others, to restrain them from carrying a ditch from Santa Clara Creek on to the bar and flat, and very much interfering with other operations in progress.

14. The mining claims are not in all cases remunerative, and there is much expense in bringing them into working condition, so that miners are frequently from actual poverty unable to pay the licence fee. For that reason in making the first collection of mining fees, in the month of September, no less than 881 mining claims were found in the possession of persons in that condition, on whom necessarily no fees were levied. Such merciful consideration for the destitute opens a wide door for evasions, and complaint on the part of those who pay the tax.

That consideration and the great expense of collecting a monthly fee, owing to the extent and inaccessibility of the country, its effects in exciting feelings of irritation and dislike of the Government, and provoking antagonism to the public officers, naturally suggest a reduction of the licence fee, or perhaps its discontinuance, and the substitution of some other less obnoxious mode of taxation. Probably that adopted in Australia, from the report of the Commission appointed to inquire into the condition of the gold fields of Victoria, might be altered and successfully adapted to the circumstances of British Columbia, a subject which I reserve for further consideration.

15. The miners on Hill's Bar have, I understand, lately exhibited dissatisfaction on account of their claims being limited to the river bar, and I understand they lately held a meeting to petition me on that subject, and that the petition was to be forwarded through Mr. Nugent, special agent of the United States, but the document has not yet been presented, and I presume Mr. Nugent would consider it bad taste to meddle with a matter of purely local law, and into the settlement of which no question of nationality could possibly enter.

16. A considerable public revenue may be raised from the grant of water privileges, which it is proposed to tax to the amount of five dollars a month for each sluice or flume, and it is expected that in course of another year more than 2000 of these sluices will be in operation in the Fort Yale district.

17. Mr. Hicks gives no idea of the miners' general earnings, which it is at all times difficult to ascertain from their own statements.

18. One among other more cogent reasons for the establishment of a gold escort, is the facility it will give of ascertaining with something like accuracy the real export of gold from the country. Mr. Hicks' accounts exhibit a very trifling collection for the last month; but it was sufficient to meet the expenditure, and he had not made the monthly collection of mining fees.

19. Mr. Commissioner Travaillot, whose district extends from the Forks of Thomson's River to the Fountain, had time to do little more than to report his safe arrival at the Forks, where the town site of "Lytton" was laid out, and now contains fifty houses and a population of 900 persons.

20. Some trouble had arisen between the miners and Indians, which was, however, fortunately arrested, after a loss of several lives on both sides.

21. The banks of Fraser's River above the Forks are said to afford good dry diggings, as far as the upper fountain and sluices yield at the rate of 20 dollars a day to the hand.

22. Many of the miners are leaving the country, on account of the want and high prices of provisions, flour being now sold at the Forks at the rate of 4*s.* 2*d.* per pound, and other articles of food being equally high priced, arising from the cost of transport, and the inaccessibility of the country; the land route between the Forks and Fort Hope and

Fort Yale being now rendered impassable through the depth of snow in the mountain passes, though the level country still exhibits the appearance of early autumn.

23. The mining population in Fraser's River may be estimated as follows:—

From Cornish Bar to Fort Yale	4,000
Fort Yale	1,300
Fort Hope	500
From Fort Yale to Lytton	300
Lytton	900
From Lytton to the Fountain	3,000
Port Douglas and Harrison's River	600
Total	10,600

24. I herewith forward a reconnaissance of Fraser's River by Lieutenant-Colonel Hawkins, R.E., which shows the mining bars of Fort Yale district and places referred to in this report, as well as the general character of the country.

25. I have the satisfaction of announcing that the great work of the season, the route by Harrison's River to a point on Fraser's River, beyond the mountains, about eight miles below the upper fountain, is now completed; and a number of mule trains are upon the road about to engage in the transport of provisions and other supplies for the mining population of "Lytton," and the mining districts beyond that town. It is, in fact, to that route that we must ultimately look for a convenient communication with the interior of the country. This has been an arduous undertaking, and the cost will be about 10,000*l.*, which I feel assured Her Majesty's Government, in view of the great importance and urgency of the work, for the transport of food in winter, its bearing on the future development of the country, and above all looking to the fact that the revenue collected already in the country is to defray the whole expense, will sanction by their approval.

The difficulties encountered in the process of this undertaking were more serious than anticipated, arising in a great measure from the want of experienced conductors; but I think the work could not be done under any circumstances at a cheaper rate.

26. I herewith forward for your information a hastily prepared sketch of the Harrison's River route, showing its connexion at both ends with Fraser's River, a table of distances and a descriptive statement of bridges constructed on the road. I beg to remark in explanation that the only reliable part of this sketch is the tracing of Harrison's River and road, the latter in red ink with the connecting lakes, the compass directions and distances having been accurately determined by the road surveyor.

See Map in Part I.

Harrison's River and lake are navigable for river steamers, which ply as far as Port Douglas; from that point the road is cut through the forest in the valley of Harrison's River a distance of 33¾ miles to Lake Lilovett; the water communication between those points being dangerous and expensive, except at the lowest stage of the river. The passage of Lake Lilovett, 13 miles in length, and with depth of water sufficient for large vessels, is effected by means of large sized boats constructed for the purpose. From Lake Lilovett to Lake Anderson, a distance of 24¾ miles, a road, traced on the sketch in red ink, is carried over land. Lake Anderson, 15 miles, and Lake Seton, 16 miles in length, both having a great depth of water, are traversed in large boats. A road one mile and a half in length connects those two lakes, and from Lake Seton, a road four miles in length, leads to the terminus on Fraser's River,—the whole distance from thence to Port Douglas being 108 miles, in the course of which there are 62 substantial wooden bridges, varying from 12 to 90 feet in length.

27. The comparative cost of transport by this and the Fort Yale route is as follows:—

	s.	*d.*	
Fort Yale to Lytton	1	11¼	for each pound weight.
Port Douglas to terminus of road 35 miles beyond Lytton	0	9	„ „
Thus showing a saving in transport expense by the Harrison's River as compared with the other route of	1	2¼	

28. A great number of miners have left Fraser's River and returned to California, and Oregon. The course of immigration has ceased for the present, and will probably not be

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resumed till the spring. There is still however a large foreign population at this place, and the town is continually on the increase.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

See Map in Part I.

P.S.—On the accompanying map of the Harrison's River route I have also traced out the route taken by Mr. Joseph McKay, who was lately dispatched with a party of five men to examine the country between the Lailooet lake and Howes Sound, an enterprise which was successfully accomplished greatly to my satisfaction. The country examined is mountainous, with some fertile valleys and very fine timber, but not attractive as a place of settlement. Mr. McKay's Journal is herewith forwarded for your information.

JAMES DOUGLAS.

Enclosure in No. 23.

Enclosure in No. 23.

SIR, Victoria, Vancouver's Island, October 2, 1858.

I BEG to submit to your Excellency the following report of my journey through a part of the Fraser's River district, carried out according to your Excellency's instructions.

At 10.10 A.M. September 1st, I left Fort Langley, accompanied by Mr. Downie, four Canadians, and the three native guides furnished by your Excellency, on board the steamer "Maria."

We steered up the Fraser's River until 5.36, when we entered the Harrison River, in which, at its confluence with the Fraser, there is little or no current: half a mile further up it spreads out and forms a lake, about six miles long and from a half to two miles wide, bounded on the west side by high precipitous hills, wooded with stunted firs. The east side is for the most part low, thickly wooded, occasionally marshy, and in parts adapted for agriculture. The course at the entrance ascending is nearly N.W. Turning gradually to the northward, at the head of this lake, the Harrison receives a small tributary from the westward, and becomes narrower, studded in low islets, between which the current is rapid and channels shallow; at one place abreast of the Chianis village we had no more than four feet and a half of water. This place becomes shallower, and is barely passable with deeply laden canoes; during the winter, above the rapids, the river again deepens, with high rocky hills on each side. We anchored at 7.30 P.M., two miles above the rapids, in three fathoms and a half of water.

On the morning of the 2nd, we started at daylight, and at 6.30 entered the Harrison Lake, course nearly N.W. by compass. This lake is about forty miles long and from one to three miles wide, bending gradually towards the westward, surrounded by high mountains, steep, thickly wooded in parts, and in some places capped with perpetual snow. The mountains appear to be composed principally of slate and marl, a few granite and basaltic ridges occur on the west side. In this lake are some small rocky islands. On the east side and at about half its length this lake receives the Sāāchta, a considerable stream from the N.E.

There is some rich alluvial land at the mouth of this stream; a branch of the Lailooet tribe have a small village here, from which a trail leads through the valley of the stream to the village of Speeim or Spuzzum, on the Fraser River. The distance may be travelled, according to Indian report, in one day; a branch of this trail leads also to Fort Yale.

On the east side of the lake, about four miles above the mouth of the Sāāchta, a land slip occurs, where, according to Indian report, salt is found in large quantities. Skootchas is the native name for Harrison's Lake. Salmon are plentiful in the lake during the months of August and September, a few deer are found on the slopes, and mountain-goat on the tops of the mountains: the dusky grouse abound during the breeding season. Excepting the valley of the Sāāchta, there is apparently very little land adapted for cultivation along the shores of the lake; the mountains are rugged, with but sufficient soil to sustain a scanty growth of the Douglas and other firs, with stunted cedars on the moist parts. Westward from the Harrison, at no great distance, and laying parallel to it, the Indians report a large lake which feeds the Kaitsee River.

We reached the head of the lake at 11 A.M., and instead of ascending the Upper Harrison, which discharges into the lake by two mouths, we turned a little to the north-west, and entered a narrow slough, which, winding a quarter of a mile through a low marshy bottom, leads into Port Douglas, a small circular lake about half a mile across, laying to the east and separated from the Upper Harrison River by a rocky hill.

This lake receives the Han-na-tcha, a considerable stream from the eastward, the outlet of a large lake which lays parallel to Harrison valley. Ascending this stream to a distance of about 200 yards, a cataract of considerable height occurs, affording a good mill power, surrounded by fine timber; there is also a good water power on the Harrison Lake, near the mouth of the slough. This slough becomes very shallow during the autumn.

We landed at the N.W. end of Port Douglas, where we found a large camp of the Harrison River road-makers anxiously awaiting the arrival of a pack of mules now landing from the "Maria."

I immediately made arrangements with the owner of the mules for the use of four, for my journey to the Lailooet Lake. The mules, being weak from the effects of the voyage, were unfit for travelling this evening.

We started at 6.30 A.M. September 3rd, the trail leading along a narrow gorge towards the main valley of the Harrison River. This we reached in one hour, and following the general course of the river reached the Lailooet Lake at 5.30 P.M. on the 4th of September, a distance of about forty miles from Port Douglas. The first fifteen miles is for the most part rugged, but well adapted for mule transport.

The upper part of the valley is more regular, consisting principally of level plateaux scantily wooded with Scotch fir. A few rugged hills occur along the slopes, of which the trail has been well graded.

The bridges constructed by the road-makers are in general too low, most of them will be swept away during the next freshets. Two miles below the Lailovet is a smaller lake, about three miles long and three-quarters wide; below that, and to its discharge into the Harrison Lake, the river is almost one continual rapid. About 25 miles above Fort Douglas a cascade about five feet high occurs: about two miles above this is a hot spring, near the trail, gushing out from a fissure in a bed of gypseas conglomerate. Below the cascade are some strata of red and yellow ochre. The Harrison here receives a tributary from the eastward, through the valley of which is a trail to Fraser's River. The mountains in the vicinity of the small lake are composed principally of slate, traversed by numerous veins of quartz, said by the miners to be slightly auriferous.

A miner informed me that silver had been discovered by a Mexican in this neighbourhood; he did not know its exact locality, and could not inform me where the Mexican was to be found. The eastern bank of the small lake is level, and affords good building sites. The river between the lakes is rapid, but deep enough to admit the passage of laden bateaux. A good tow-path may be cut along the banks.

At the terminus of the trail on the Lailooet Lake, the mountains are steep to the water's edge, and afford barely space for turning a mule train. Building is impossible without excavating the hill sides; on the opposite side of the lake (which is here half a mile over) is a level bottom, apparently marshy.

Having hired a boat, we crossed the lake and encamped. On the fifth, we started at noon, steering in a north-westerly direction; we reached the head of the lake at sunset and encamped.

This lake is about 20 miles long, surrounded by nearly impassable mountains. At the head of the lake is a large delta about 1^{m} acre* in extent, covered with a heavy growth of swamp grass. This delta is traversed by the Lailooet River from the north-west; the Tlameehoo from the westward, and some smaller streams from different directions.

* Sic in orig.

On the morning of the 6th we embarked and ascended the Tlameeho at the rate of about one mile per hour, until 10 A.M., when we landed on the north bank of the river, packed our blankets and provisions on our backs, and reached the salt water at the head of Howes Sound at 6 P.M. on the 11th. The distance from the head of the Lailooet to Howes Sound is about 55 miles.

Twelve miles above its mouth the Tlameeho receives the Stchawham from the south, a tributary of which takes its rise at the north end of a chain of lakes, four in number, situate about 25 miles from the Lailooet, on the watershed between Howes Sound and the Lailooet. These lakes lay nearly north and south; the most northern discharges, as aforesaid, by a tributary of the Stchawham; the most southern gives rise to a tributary of the Sickamish, which discharges into the Iko-whomish River. Another branch of the Stchawham springs from the base of a glacier on the east side of the valley. The main branch takes its rise on the west side of the valley.

The Scakamish takes its rise in the vicinity of the east branch of the Stchawham, and receives the discharge from the lake about six miles below the lake. About eight further down, all the low lands on each side of the valley, for a distance of about four miles, were submerged three years ago, and presents the singular appearance of a lake studded with trees.

This catastrophe was caused by the bursting of a lake from its basin, in the marl mountains, on the east side of the valley. The débris from the mountains which covers an area of about three square miles, filling up the channel of the river, caused the overflowing of its banks.

The river has since made for itself a new channel, and will probably drain off the lake in course of time. The guides having lost their way, I did not think it prudent to waste time in examining this place, as we were getting short of provisions.

From this place, the river takes a course nearly due south. The valley becomes narrow, the hills precipitous, and the river very rapid, in occasional cascades.

This district, nearly ten miles through, is named by the natives, "Skooluks." Below this district the valley opens out to about one mile wide (bounded on each side by steep precipitous hills), to low bottoms, through which the river winds; sometimes washing the bases of the hills, until within six miles of the head of Howes Sound, where it turns suddenly to the westward, and half a mile further falls into the Skowhamish River, which river discharges into the head of Howes Sound, by several mouths, and may be navigated during the greater part of the year, by vessels of light draught of water, as high up as its confluence with the Siakamish.

The Bottoms in the valley of the Skow-komish are well timbered, principally Douglas fir of large dimensions, suitable for spars of the largest size. Cedars of a fine growth are also abundant. The soil when cleared would in parts form rich farming land. The same may be said of the valleys of the Scakamish and the stream throughout the pass to the Lailooet.

The higher plateaux furnish a scanty growth of pines along the lakes, and some large patches of swamp grass, equal in all to about 400 acres.

The rocks in the valley are principally slate, granite, and basalt; the mountains on the east side of the valley appear to consist principally of a soft red marl.

The trail from the junction of the Skakomish with the Skouhomish, after crossing the dividing hills' not at all steep, will follow the valley of the Siakamish on level bottoms, crossing the river once before reaching the Skool-ucks. Through that district some discrimination will be required in choosing the best passes through the hills. The Indian trail is very indifferent, and follows principally the more rocky parts, to avoid underwood. A good mule trail may be made by proper engineering. Want of soil is the greatest disadvantage.

Mules or horses will require to be well shod; and the large stones on the hill sides will have to be broken to give them a good footing. Along the submerged district a few rough places occur; a few miles further, the river has again to be crossed. The trail will then lead over level bottoms, with two or three rocky ridges, not difficult to pass, until it reaches the first lake; then along the west side of the lakes. Along the two first of which is a considerable extent of rugged country. Along the two upper lakes is a large level bottom, well timbered with a heavy growth of Douglas fir; at the south end of the north-west lake the trail leads over a quarter of a mile of swamp; this may, for the most part, be avoided by keeping nearer the base of the mountains. Beyond the lakes the trail crosses the spur of a mountain, which takes between the west branch of the Stcha-wham and the lakes.

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This may also be avoided by following the valley of the south branch of the Stchawham. From the lake, beyond this a considerable extent of level land occurs, heavily timbered, then a granite ridge, not very steep, has to be crossed to reach the main valley of the Stchawham, then over a level plateau of several miles. Descending to a low bottom, it crosses the west branch of the Stchawham, and continues along the valley of that stream, over a level country, to within a quarter of a mile of its confluence with the Tlameeho, when it strikes off to the valley of that stream, and crosses it about 200 yards above the junction of the two rivers; it then follows the valley of the Tlameeho, in an easterly direction, over undulating stony plateaux, until it reaches the great falls of the Tlameeho, which are about 100 feet high and 8 miles from the Lailooet Lake. Here it crosses a hill of gentle ascent, but stony, then over a level bottom, until it reaches a lower hill, but more rugged, descending the east slope of which it emerges into the delta of the Lailooet before mentioned. Many parts of this delta (which is at this place about one mile across) are swampy, and would probably require bridging. Several branches of the numerous streams would also be unfavourable during the freshets. On the east side of the delta is the trail already opened to Anderson's Lake. The snow lays on the higher parts of the valley to the Sko-whomish about three months during the winter, and is in some places very deep, with a hard crust.

The trail from Lailooet to Jarvis Canal branches off from that to Howes Sound, at the upper end of the Skol-ucks, crossing the dividing hills between the Sko-whomish and Siakamish valleys; it then ascends the Sko-whomish valley, one day's march, say 15 miles, and crossing the spur of a mountain strikes the She-shale River, which discharges into the Jarvis Canal; there is also a road to Anderson's Lake, by the Lailooet, from the Tlahaos River; a considerable stream which discharges into the head of Desolation Sound.

The Tlahoas, Sko-whomish, She-shalt, Lailooet, and another large stream, which discharges into Langhborough's Canal, all take their rise in the same vicinity. The Stta Lli-muh natives of Anderson's Lake (known on the coast as the Lau-hoo-lis) were the first to explore all the various waters leading to and from these several rivers.

They have the advantage of having a central location near the head waters of those streams; they are a hardy energetic tribe, and are good hunters. They speak a dialect of the She-swap language. The Sko-whomish are as yet very savage, having had little intercourse with the whites, their demonstrations were anything but friendly towards us; they are also at war with all the neighbouring tribes; having being informed that they wished to kill my guides, and being out of provisions, we decamped from the mouth of the river at 10 P.M. on the night of the 11th, in two small canoes which I had purchased, paddled down Howes Sound all night, and at 8 A.M. the next morning reached Point Gawer.

Having rested for one hour and a half we re-embarked, and steered across the Gulf of Georgia for Nainimo, which place we reached safely at 4 P.M.

I had no opportunity of making any observations on the nature and capabilities of Howes Sound, its general outlines appear to be correctly laid down on Vancouver's charts.

Leaving Nainimo the next day, we reached Victoria in eighteen hours.

I have, &c.

His Excellency J. Douglas, Esq.,
&c. &c. &c.

(Signed) J. W. M'KAY.

A REGISTER of BRIDGES constructed on the Harrison's River Road.

No.	Length.	Width.	Particulars.
	Feet.	Feet.	
1.	12	9	Number of bridges from Port Douglas to Port Lilooett - 16
2.	25	9	„ small bridges - „ „ „ - 14
3.	20	9	„ „ „ mean length, 15 ft.; width, 9 ft.
4.	18	9	
5.	45	9	Total number of bridges - - - - - 30
6.	15	9	
7.	36	6	
8.	24	9	
9.	30	9	
10.	12	9	
11.	70	9	
12.	75	6	
13.	36	9	
14.	70	7	
15.	60	9	
16.	50	6	
1.	25	9	Number of bridges from Port Pemberton to Port Anderson 17
2.	30	9	„ small bridges „ „ „ 15
3.	31	9	„ „ „ mean length, 15 ft.; width, 9 ft.
4.	60	9	Total number of bridges - - - - - 32
5.	90	9	„ „ „ as above - - - - 30
6.	30	9	
7.	39	9	„ „ „ on the road - - - 62
8.	40	9	

A Register of Bridges—*continued.*

No.	Length.	Width.	Particulars.
9.	33	9	Number of miles from Port Douglas to Port Lilooett - 33¾
10.	30	10	„ „ „ Port Lilooett to Port Pemberton (by Lilooett Lake) - - - 13
11.	66	10	
12.	50	9	„ „ „ Port Pemberton to Port Anderson - 24¾
13.	18	9	„ „ „ Port Anderson to East Port (by Lake Anderson) - - - 15
14.	54	9	
15.	100	6	„ „ „ East Port to West Port - - 1½
16.	50	9	„ „ „ West Port to Port Seton (by Seton Lake) - - - - 16
17.	30	9	
			„ „ „ Port Seton to Fraser River - 4
			Total distance - - - - - 108
			by water, 44 ; by land, 64.

No. 24.

No. 24.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No 31.) Victoria, Vancouver's Island, November 13, 1858.

(Received January 15, 1859.)

(Answered, No. 28, March 3, 1859, page 81.)

Sir,

1. With reference to my Despatch of the 8th instant, No. 25,* upon the subject of the appointment of officers to civil situations in the Colony of British Columbia, I would beg to state to you that I should much desire, if it could be arranged, that Mr. William A. G. Young, of the Royal Navy, should be appointed to the office of Colonial Secretary. * Page 24.

2. Mr. Young is on the spot, and is at present filling the office of Secretary to the Commission for ascertaining the boundary between Vancouver's Island and the territories of the United States on the Continent of North America, and, as Mr. Young was selected for this service by the Admiralty, and appointed thereto by the Foreign Office, the consent of their Lordships and of the Secretary of State for Foreign Affairs, must necessarily be obtained before he could be removed from it.

3. Mr. Young has belonged to the Royal Navy for nearly eighteen years, and he has served as Secretary to several Flag Officers upon different Foreign Stations. His last appointment as Naval Secretary was with the "Captain of the Fleet" in the Baltic, and I forward to you herewith a copy of a testimonial showing the appreciation entertained of his services by that Officer. The whole of Mr. Young's testimonials throughout his entire service are of the highest order, but I think it unnecessary to trouble you with more than the one I enclose.

4. Mr. Young has already rendered me some assistance, and I consider him to be qualified, both by ability and character, for the office of Colonial Secretary, and I trust you may be pleased to appoint him to it, and also to obtain the necessary permission from the Departments I have mentioned to enable him to enter upon it, as without such permission it would not be possible for him to accept the appointment.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 24.

Enclosure in No. 24.

H.M. Ship "Duke of Wellington," at Spithead, May 17, 1856.

Mr. Young served as my Secretary from the date of my appointment as Captain of the Baltic Fleet February 1855, to the date hereof, when my appointment finished. It is impossible for me to speak too highly of Mr. Young's conduct during the whole of this period. For the first few months he had no clerk to assist him in his laborious duties, and it was a wonder to me how he managed to get through the mass of business that had to be transacted in my office; but, owing to his great exertions, aptitude for business, and cheerfulness of disposition and manner, everything was carried on satisfactorily, and not only gave unqualified satisfaction to myself, but to all those who had to transact business with him.

It is not only in his duties as Secretary that I feel bound to bear testimony to Mr. Young's merits and qualifications, but also as an excellent and intelligent officer and gentleman.

Should I be again in a position to require a Secretary, I should consider myself most fortunate if I was able to obtain the services of Mr. Young.

(Signed) Fred. J. Pelham, Commodore 1st Class, and Captain of the Fleet.

BRITISH COLUMBIA.

No. 25.

No. 25.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 34.) Victoria, Vancouver's Island, November 27, 1858.

(Received January 29, 1859.)

SIR, (Answered, No. 21, February 11, 1859, page 80.)

1. I HAVE the honour to communicate for your information, that I proceeded, on the 16th instant, by Her Majesty's ship, "Satellite," to Point Roberts, and from thence by the Hudson's Bay Company's steamers "Otter" and "Beaver" to Fort Langley, to proclaim the Act of Parliament providing for the Government of British Columbia.

2. I was kindly accompanied by Rear-Admiral Baynes on that occasion, by Mr. Cameron, Chief Justice of Vancouver's Island, and Mr. Begbie, the Judge of British Columbia, who arrived from San Francisco on the evening of the 15th instant, just in time to take part in the solemnity.

3. Captain Parsons with the first detachment of Royal Engineers also accompanied me from this place; Captain Grant with the second detachment and also Inspector Brew having preceded me by a few days.

4. The ceremony was performed at Fort Langley with becoming solemnity, on the 19th instant, in the presence of these gentlemen, Her Majesty's troops, and the inhabitants of the place; and the Officers holding appointments from Her Majesty were installed in the usual manner, and with the accustomed forms.

Enclosure 1. 5. Proclamations were then made,—

1st. Of the revocation by Her Majesty of all the exclusive privileges of the Hudson's Bay Company.

Enclosure 2. 2nd. Indemnifying the Officers of Government from all irregularities previous to the proclamation of the Act.

3rd. Proclaiming English Law to be the Laws of the Colony.

Enclosure 3. 6. Copies of those Proclamations are herewith transmitted for the information of Her Majesty's Government.

7. I returned to this place on the 21st instant with Rear-Admiral Baynes, and all the other gentlemen who accompanied me to Fort Langley, except Inspector Brew and Captains Grant and Parsons, who were left with the Royal Engineers at Old Fort Langley.

I have, &c.

(Signed) JAMES DOUGLAS,

The Right Hon. Sir E. B. Lytton, Bart. Governor.

&c. &c. &c.

Enclosure 1 in No. 25.

Enclosure 1 in No. 25.

PROCLAMATION

By his Excellency JAMES DOUGLAS, Governor and Commander-in-Chief of Her Majesty's Colony of Vancouver's Island and its Dependencies.

WHEREAS, Her Majesty has been pleased, by an Instrument made under Her Sign Manual, to revoke the Crown Grant dated the 30th day of May, in the year of our Lord, 1838, to the Hudson's Bay Company, for exclusive trading with the Indians, in so far as the said Grant embraces or extends to the Territories comprised within the Colony of British Columbia;

I, James Douglas, Governor of the said Colony, now proclaim and publish this Instrument revoking the said Grant, for the information and guidance of all persons interested therein.

Given under my hand and seal at Victoria, Vancouver's Island, this Third day of November, 1858, in the Twenty-second year of Her Majesty's Reign.

JAMES DOUGLAS, Governor. (L.S.)

GOD SAVE THE QUEEN.

Enclosure 2 in No. 25.

Enclosure 2 in No. 25.

PROCLAMATION

By his Excellency JAMES DOUGLAS, Governor and Commander-in-Chief of Her Majesty's Colony of British Columbia and its Dependencies.

Proclamation having the Force of Law to indemnify the Governor and others for Acts done before the Establishment of any legitimate Authority in British Columbia.

WHEREAS large numbers of Her Majesty's subjects and others have resorted to and settled on the territory now comprised within the limits of this Colony, before the establishment of any settled form of Government therein; and it has been necessary to take steps for the establishment and maintenance of peace, order, and good government, and for the protection of the rights of Her Majesty, and for the collection of a revenue from lands belonging to Her Majesty, some of which steps may not have been fully authorized in point of law:

And whereas by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland, I, James Douglas, Governor of the Colony of British Columbia, have been authorized,

by Proclamation issued under the Public Seal of the Colony, to make Laws, Institutions, and Ordinances for the peace, order, and good government of the same: BRITISH COLUMBIA.

Be it therefore known to all whom it may concern, that I, the said James Douglas, Governor of British Columbia, do hereby, in virtue of the authority aforesaid, enact and proclaim that every act, matter, or thing bonâ fide done and performed for any of the purposes aforesaid, before the date of this Proclamation, by me, the said James Douglas, or any other person or persons acting under my authority or direction, shall be deemed to be and to have been valid in law, and that I, the said James Douglas, and the said other persons shall be and hereby are severally and jointly indemnified, freed, and discharged from and against all actions, suits, prosecutions, and penalties whatever in respect of any such act, matter, or thing, and that the same shall not be questioned in any of Her Majesty's Courts of civil or criminal jurisdiction in this Colony.

And I do further enact and proclaim, that any declaration in writing, under the hand of the Governor or Officer administering the Government of British Columbia, to the effect that any act, matter, or thing specified therein was done or performed for any of such purposes, or under any such direction or authority as aforesaid, shall for the purposes of this Proclamation be conclusive evidence of the matters stated therein, and shall be a sufficient discharge and indemnity to all persons mentioned in the said declaration in respect of the act, matter or thing specified therein.

Issued at Fort Langley, under the Public Seal of the said Colony, this Nineteenth day of November 1858, in the Twenty-second year of Her Majesty's Reign, by me,

JAMES DOUGLAS, Governor. (L.S.)

GOD SAVE THE QUEEN.

Enclosure 3 in No. 25.

Enclosure 3 in No. 25.

PROCLAMATION

By his Excellency JAMES DOUGLAS, Governor and Commander-in-Chief of Her Majesty's Colony of British Columbia and its Dependencies.

Proclamation having the Force of Law to declare that English Law is in force in British Columbia.

WHEREAS by an Act of Parliament passed in the Session held in the 21st and 22nd years of Her Majesty Queen Victoria, it was enacted that the territories therein described should be comprised within the Colony thereby created of British Columbia; and it was further enacted that on the proclamation of the said Act in British Columbia, certain Acts which were passed in the 43rd year of His late Majesty King George the Third, and in the 2nd year of His late Majesty King George the Fourth, and by which the law of Upper Canada was extended to certain parts of America therein mentioned, should cease to have force in the said Colony of British Columbia, or to be applicable thereto.

And whereas such Proclamation of the said first mentioned Act has been duly made on this 19th day of November instant.

And whereas by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland, Her Majesty was pleased to appoint James Douglas to be Governor of British Columbia, and to authorize the said James Douglas by Proclamation issued under the Public Seal of the said Colony, to make Laws, Institutions, and Ordinances for the peace, order, and good government thereof.

It is therefore hereby enacted and proclaimed by the Governor of British Columbia, that the Civil and Criminal Laws of England, as the same existed at the date of the said Proclamation of the said Act, and so far as they are not, from local circumstances, inapplicable to the Colony of British Columbia, are and will remain in full force within the said Colony, till such time as they shall be altered by Her said Majesty in Her Privy Council, or by me, the said Governor, or by such other Legislative Authority as may hereafter be legally constituted in the said Colony; and that such Laws shall be administered and enforced by all proper Authorities against all persons infringing and in favor of all persons claiming protection of the same Laws.

Issued under the Public Seal of the said Colony, at Fort Langley, this Nineteenth day of November 1858, in the Twenty-second year of Her Majesty's Reign, by me,

JAMES DOUGLAS, Governor. (L.S.)

GOD SAVE THE QUEEN.

No. 26.

No. 26.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 35.) Victoria, Vancouver's Island, November 27, 1858.

(Received January 29, 1859.)

SIR, (Answered No. 14, February 4, 1859, page 78.)

1. I HAVE to communicate for your information, that I advised Captain Grant, the Officer commanding the detachment of Royal Engineers, who lately arrived here for the service of the Colony of British Columbia, to proceed without delay to Fort Langley, Fraser's River, and to put up buildings there for the accommodation of his own party and of the other troops expected from England, as by taking those steps I was of opinion he would be carrying out to the letter the wishes of Her Majesty's Government, the instruc-

British Columbia.

tions of Colonel Moody, his commanding officer, and my own views with respect to the requirements of British Columbia.

2. Captain Grant coinciding with me in those views, it was arranged that the whole detachment of Royal Engineers should be transported, with all their stores, provisions for four months, and building materials for the construction of several wooden houses of respectable size, to Fort Langley, an arrangement which was successfully and at once carried into effect.

3. I have further chartered the Hudson's Bay Company's brigantine "Recovery," used hitherto as a revenue vessel, to lodge the troops, until houses are erected for their accommodation, so that they are thoroughly protected from the weather, and made as comfortable as circumstances will permit.

4. The men are in high spirits and in perfect health.

5. I also made a requisition on Admiral Baynes for a medical officer to remain with the troops.

Trusting these proceedings may meet with your approbation,

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

No. 27.

No. 27. Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 37.) Victoria, Vancouver's Island, November 27, 1858.
(Received January 29, 1859.)
(Answered No. 30, March 10, 1859, page 81.)

Sir,

1. I have the honour to acknowledge the receipt of your communication No. 20, of the 16th September last.*

* See page 65, Part I.

2. It is to me a most satisfactory and encouraging circumstance that Her Majesty's Government continue to approve of my proceedings in administering the Government of British Columbia. I feel truly grateful for your kind support, and in consequence more capable of encountering the difficulties with which, though in a lesser degree, we are still beset.

3. I have with much pleasure, and acccording to your instructions, conveyed to Captain Prevost and Captain Richards, the Officers commanding H.M.S. "Satellite" and "Plumper," your acknowledgments for the cordial assistance which they have rendered to this Government whenever their services were required, and they are gratified by the compliment.

4. Her Majesty's Government may feel assured that I will endeavour to dispense as much as possible with the use of military assistance in administering the affairs of Government; and I have no doubt that with time, and when there is a fixed population having vested rights and interests at stake in the country, that a military force may, in a great measure, become unnecessary; but until those changes take place, I would strongly recommend the maintenance of a respectable military or naval force to represent the power and uphold the dignity of Her Majesty's Government.

5. I would also take the liberty of suggesting the employment of one or two gun boats of light draught for the protection of the public revenue, and also for conveying Government stores and troops from one part of the coast to another, a service that cannot be effected in country ships without much delay and enormous expense.

6. Those vessels will also be urgently required for the protection of persons who may be induced by the revocation of the Hudson's Bay Company's licence to embark in the trade of the coast north of Fraser's River, with the numerous and warlike tribes of Indians inhabiting that part of British Columbia, and who will not fail to demand the protection of Government, so obviously requisite in the prosecution of their commercial pursuits.

7. Rear-Admiral Baynes, with whom I have conversed on the subject, is of opinion, that those gunboats are also capable of navigating Fraser's River, and it is certain that their presence would have a powerful and salutary influence on the foreign population of the country.

8. The Rear-Admiral is also of opinion that two of those vessels might be detached without inconvenience from the fleet now employed on the coast of China, a circumstance which I submit for your consideration, and most earnestly hoping that the suggestion may be favourably entertained.

9. It is perhaps unnecessary to occupy your time with remarks concerning the privileges of the Hudson's Bay Company, which have ceased to exist in British Columbia.

10. We have succeeded with difficulty in preventing the unlawful occupation of the public domain, and I look forward with anxiety for Colonel Moody's arrival to commence the survey and allotment of land in British Columbia.

11. I observe the appointment of Mr. W. Hamley to the office of Collector of Customs for British Columbia, and that he was to sail in the "Thames City," in a few days from the date of your Despatch.

12. My own views entirely concur with your remarks on the great importance to the general social welfare and dignity of the Colony, that gentlemen should be encouraged to come to this country by the hope of obtaining professional occupation, as stipendiary magistrates, or in other respectable public appointments; and there are really very few persons, the officers of the Hudson's Bay Company excepted, qualified to fill offices of trust and responsibility; and I would remark in reference to the officers of the Hudson's Bay Company, that they are engaged in other pursuits, and have in no instance been appointed to any office under Government, nor do any of them appear disposed to accept of any public employment.

13. I would for these reasons recommend that careful appointments should be made in England. There is here a wide field for such situations, and the qualities requisite are, integrity, sobriety, firmness, zeal, industry, implicit obedience to orders, and a practical acquaintance with the nature of the duties to be performed.

14. I shall most gladly attend to your wishes for any newspapers containing matter worthy of attention, and shall not fail to inform you of everything of importance that passes in British Columbia.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS.
Governor.

No. 28.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 38.)

Victoria, Vancouver's Island, November 29, 1858.

(Received January 29, 1859.)

(Answered, No. 20, February 11, 1859, page 80.)

SIR,

1. THE first operation disposing of public lands in British Columbia took place here on the 25th instant, under the direction of Mr. Pemberton, Colonial Surveyor for Vancouver's Island.

2. The spot selected for sale was the site of a former establishment of the Hudson's Bay Company, known as "Old Fort Langley," on the left bank of Fraser's River, about 28 miles from its debouche into the Gulf of Georgia. The anchorage is good, and the river deep enough for ships close into the bank. With a cheerful aspect, a surface well adapted for buildings and drainage, it has the disadvantage of being in part low, and occasionally flooded by the river. The greater part of the site is, however, a dry, elevated table land, closely covered with bush and lofty pine trees.

3. On the whole it is a place to which public attention was strongly directed as being a very advantageous site for a commercial town. I therefore directed that it should be surveyed, and laid out into convenient lots for sale. The main streets, 78 feet wide, are intended to run parallel with the river, connected by cross streets at right angles with the former, the whole site covering 900 acres of land, being divided into 183 blocks of five by ten chains, and each of those blocks being further subdivided into 18 building lots, 64 by 120 feet in extent, forming in all 3,294 building lots.

4. It was arranged that the upset price was to be $100 or 20*l.* 16*s.* 8*d.* There was a large assemblage of people on the morning of the sale, and much competition for lots. The highest price obtained for single lots was $725, and about 187 lots were sold on the first day's sale, and 155 lots on the second day, the whole yielding a sum of about 13,000*l.*, on which a deposit of 10 per cent. was paid down, and the remainder is to be paid in course of a month, or the lots will be resold.

5. The sale is to be resumed on the 1st December, and I will further mention the result in a postscript to this letter, should the mail now daily expected not leave before that date, and also forward Mr. Surveyor Pemberton's report of the sale. Enclosure 1.

6. The result of this first experiment is highly satisfactory, as intimating the confidence entertained by the public in the resources of British Columbia, and at the same time yielding a needful supply of money for defraying the necessary expenses of the public service.

BRITISH COLUMBIA.

Enclosure 2.

7. As much anxiety was felt by foreigners desirous of acquiring property in British Columbia with respect to the rights of aliens to hold and transfer real estate under the British Crown, I issued a note giving a brief exposition of the question, and caused it to be read before the crowd assembled at the sale, and generally circulated for the information of the public, in order that no misapprehension might exist on the subject, and I herewith transmit a copy of that note for your information.

8. I am now preparing a measure which proposes to secure to aliens the full rights of possession and enjoyment of any lands which they may purchase of the Crown for the space of three years, when they will be required to become British subjects, or convey their rights to other parties who enjoy that privilege by birth or naturalization. That measure being in conformity with the spirit of your instructions will, I trust, meet with the approval of Her Majesty's Government.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

P.S.—December 1. Mr. Pemberton's report, referred to in this Despatch, is herewith forwarded, with the latest particulars of the sale.

Enclosure 1 in No. 28.

Enclosure 1 in No. 28.

SIR, Land Office, Victoria, November 30, 1858.

IN accordance with your instructions I had the town site at Langley—about 900 acres—laid out in building lots, each 64 feet by 120 feet, about 3,000 in number, and put up for sale by public auction at Victoria, as previously advertised on the 25th November and following days, and have the honour to report as follows:—

About 350 lots were sold at at an average price of 200 dollars each, the rest remaining for the present unsold. The highest price paid for any full-sized lot was 725 dollars, and the least 100 dollars. The actual number of purchasers was 165. But as these were in many cases agents for others, and the highest-priced lots often purchased for several persons, I should think between 400 and 500 persons have a pecuniary interest in the success of the new town.

Of the whole sum 70,000 dollars, or 14,583*l.* 6*s.* 8*d.*, only one-tenth is paid up, the proposed purchasers being bound to pay up the remainder within a month, or, in default, forfeit their interest in the instalment and land.

Unless some improvements are made, and buildings commenced to encourage the wavering, I believe that the latter alternative will in many instances take place. I would therefore respectfully suggest, for your Excellency's consideration, whether, previous to the erection of saw-mills, and for a limited time only, anything can be done to facilitate the ingress of building materials; and, in conclusion, would mention, as a case in point—not a solitary instance—a person professing to be a British subject and residing at Whatcom, says he could easily take his house to pieces and carry it up the river, but to do so, entering it first at Victoria, would be impossible. If the first purchasers succeed, an extensive sale of town and suburban lots at Langley may be reasonably looked for in spring.

I have, &c.
(Signed) JOSEPH D. PEMBERTON,
Acting Colonial Surveyor.

His Excellency James Douglas,
Governor, &c.

Enclosure 2 in No. 28.

Enclosure 2 in No. 28.

As to the Purchase of Lands by Aliens.

Victoria, Vancouver's Island, November 25, 1858.

1. ACCORDING to the law of England, which is also the law of British Columbia, an alien may hold lands, but is liable to have them declared forfeited to the Crown at any time.

2. No alien can be disturbed in the possession of lands by any other person than the Crown authorities by reason only of his being an alien.

3. The Colonial Government proposes to secure to aliens the full rights of possession and enjoyment of any lands which they may purchase at this sale for the space of three years. At the end of that time they must, if they wish to continue to hold the lands, either become themselves naturalized British subjects, or else convey their rights to British subjects. Such conveyances it is the intention of the Colonial Government not to disturb on the ground of any vendor being an alien.

4. It is the intention of the Colonial Government to endeavour to obtain from the Home Government their sanction to measures for carrying into effect the above views, which measures are now in preparation; but they must depend, for their full effect, on the ratification by the Home Government.

No. 29.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 39.) Victoria, Vancouver's Island, November 30, 1858.

SIR, (Received January 29, 1859.)

SEVERAL murders having being committed in British Columbia by white men engaged in mining pursuits, and it having been found expensive, not only to bring them to trial, which has nevertheless been in every case accomplished, but also impossible to carry out the sentence of the law in cases where criminals are sentenced to transportation for life, for the reason that there is no penal settlement within reach, and that I have no means of forming a settlement for that purpose on this coast.

I am therefore much perplexed about the disposal of convicts of that class, and wish to learn if Her Majesty's Government will permit their removal to any penal settlement in Australia, and how the expense of their removal is to be defrayed.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

No. 30.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 40.) Victoria, Vancouver's Island, November 30, 1858.

SIR, (Received January 29, 1859.)

1. SINCE my last report on the state of the country of the *9th instant there have been no decided changes or events of much importance connected with British Columbia.

* Page 27.

2. The exodus from Fraser's River continues at about the rate of 100 persons a week. The reasons assigned by those persons for leaving the country are various, some having families to visit and business to settle in California, others dreading the supposed severity of the climate, others alleging the scarcity and high price of provisions, none of them assigning as a reason for their departure the want of gold.

3. There has lately been a great deal of rain at Fort Yale, and the mountain tops are covered with snow. There has been, however, no severe cold weather, neither is there any snow in the valley of Fraser's River.

4. A considerable traffic with the Upper Fraser's River is now being started by the Harrison's River road, which will ultimately become the great commercial thoroughfare of the country. An unexpected obstacle to the passage of steamers into Harrison s Lake has been discovered since the river fell to its lowest stage, in a shallow rapid about half a mile in length, which occurs near the entrance of Harrison's Lake. When that obstacle is removed, and no exertion should be spared to accomplish that desirable object, there will be a free passage for river steamers through Harrison's Lake and to Port Douglas at every stage of the river.

5. A Mr. Hovey called upon me this afternoon, to report having struck rich bank diggings on the left bank of Fraser's River, 125 feet from the river, and about eight miles below the confluence of Bridge River. He also states that a party of ten men, who are employed in working an adjoining bank, have succeeded in bringing in a supply of water sufficient to run four sluices, which lately yielded 148 ounces of gold in three weeks. The gold found is not of the flaky sort, but of that description which is termed in California " round shot gold," where it is considered indicative of the richest places.

Mr. Hovey is of opinion that all the " river benches " or " table lands " between the forks of Thompson's River and the Fountain will be found equally productive in gold.

Mr. Hovey also reports having seen a specimen of pure copper that was found near the same spot.

6. It has been for some time reported that several French miners have discovered gold in remunerative quantities on Harrison's River, and that they are now at work, and making fair wages, a report which wants confirmation, though it is not at all improbable, as the soil in that district is known to be auriferous, and it will, I trust, become a profitable mining district.

7. I have not heard from Mr. Commissioner Travaillot since the beginning of the present month. He reports the general want of provisions among the miners of the Fort Dallas district, and suggests that supplies should be forwarded to that part of the country by the Hudson's Bay Company or by the Government.

BRITISH COLUMBIA.

8. The Hudson's Bay Company may act in that matter as they think proper, but it would, for obvious reasons, be highly injudicious to embark the resources of Government in commercial undertakings, even to accomplish a public object.

9. In opening an accessible communication by Harrison's River the Government has discharged its proper duties, leaving commercial objects entirely to private enterprise.

10. I have the honour of transmitting herewith the following numbers of the "Victoria Gazette," which may prove interesting:—25th November, 27th November, 30th November.

11. I have been at some trouble to ascertain the amount of gold produced in British Columbia this season, and now submit the following estimates and returns, which, without professing to be absolutely correct, will serve to give an approximate idea of the quantities of gold dust exported and remaining on hand in the country.

The quantities marked thus * are actual returns, and their correctness may be relied on. The estimates are made up from the best information I could receive on the subject:—

	Ounces.	
Wells, Fargo, and Co., exported - - -	16,593*	
Freeman and Co., no returns, but estimate - -	9,462	
Ballou and Co., in deposit - - - -	6,250*	
Hudson's Bay Company, exported - - -	4,000*	
		36,305
Estimates in the hands of private parties, exported -	30,000	
Ditto in the hands of miners in British Columbia -	40,000	
		70,000
Supposed production of gold since the month of June 1858 - - - - - -		106,305

12. The actual produce of gold probably exceeds the quantity I have stated, an impression derived from the official returns of goods imported into Vancouver's Island for the quarter ending with the 30th day of September last, amounting to the large sum of 231,376*l.* sterling, nearly the whole of which appears to have been absorbed in supplying the demand of British Columbia, and paid for in gold dust.

Enclosure.

13. A cutting from the "San Francisco Herald" of the 20th November last, which I have just received, and now forward, corroborates the statements in this letter, and gives a return of $511,000 as the amount of gold received from Frazer's River by the United States branch mint and several mercantile firms at San Francisco, and in making that return the writer has evidently no desire to exaggerate the resources of British Columbia.

14. The whole return is satisfactory, inasmuch as it shows that a very considerable revenue may be raised from the duties now levied on imports as soon as that law can be strictly enforced.

15. The mail steamer has, I regret to say, not yet arrived here, and it is almost certain that our letters now ready for transmission will not arrive at San Francisco in time for the mail steamer, which leaves that port on the 5th proximo for Panama. Our last mail was not more fortunate, and would, I fear, be detained at San Francisco for the steamer of the 5th of December.

16. I have just received letters from Mr. Justice Smith, of Fort Hope, who reports the arrival of the first Government mail from this place, that the town is rapidly improving, and that substantial buildings are being erected, and that peace and quiet reigns throughout the district.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure in No. 30.

San Francisco Herald, November 20.

Enclosure in No. 30.

The "Prices Current and Shipping List," one of the strictest and most correct papers of its class, seems to doubt our estimate of Frazer River gold that has reached this country, which was placed at about 425,000 dollars, and says that a great portion of the amount named must have been in coin, which,

as it went from California, should not be counted as Frazer River gold. The "Prices Current and Shipping List" then makes its estimate, which it places at only about 150,000 dollars in dust, received here from Frazer River. In order to satisfy ourselves about the matter, which is rather an important one, we obtained rough estimates from Messrs. H. Van Valkenberg, Kellogg and Humbert, and Bull and Banks, of the amount of Frazer River dust received by their respective firms, from the time the fever commenced until now, with the following result:—

H. Van Valkenberg	$ 65,000
Kellogg and Humbert	200,000
Bull and Banks	100,000
U. S. Branch Mint	146,000
Total	$511,000

It must be remembered these were distinct and separate portions of dust, in no manner confounded, as we took care to make suitable inquiries on that point. The foregoing statement shows that our former estimate was below the fact, instead of being excessive. But granting that half a million of dollars in round numbers have been realized from the Frazer River region, several very important facts must be borne in mind in connexion therewith. In the first place, the digging has been carried on from the commencement, in March last, to the present time, a period of nearly nine months.

Secondly, from one to thirty thousand of our most energetic miners have been more or less engaged in working the mines.

Thirdly, that great numbers of Indians have also occupied themselves in extracting gold from them.

Fourthly, that a great many people from Oregon and Washington Territories likewise assisted in getting out this gold.

Fifthly, that the gold obtained by Americans—whether from California, Oregon, or Washington Territories—as well as that obtained by Canadian diggers, English diggers in New Columbia, and the Indians, eventually found its way to California, having been exchanged for coin sent from this State, and for the purpose of assay and coining, which could only be secured here. From these data, we argue—

1st. That nearly all the gold dug in New Columbia has been brought to California;

2nd. That the gross amount will scarcely exceed half a million of dollars;

3rd. That for the space of six months out of the nine that the Frazer River mines have been worked, at least ten thousand miners, of all sorts and classes, were engaged in the operation;

4th. That during the other three months not less than two thousand were so employed.

Leaving the last-mentioned class entirely out of the question, and throwing in the result of their labours, we should have a return of fifty dollars to each miner of the ten thousand for his six months' hard work. Then reckon expenses, say about 350 dollars per man for the period mentioned, including passage money, and we come to the unavoidable conviction that they sustained a loss of 300 dollars each. We have not entered into a minute examination of the subject, but give the above as the result of our inquiries, and a rough calculation of the facts as gleaned. It would be difficult to find a more discouraging business than mining on Frazer River has thus far proved to the number engaged in it.

No. 31.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 42.) Victoria, Vancouver's Island, December 4, 1858.

(Received January 29, 1859.)

Sir,

1. I have the honour of forwarding herewith for your information copies of two Proclamations, issued respectively on the 2nd and 3rd days of December instant.

2. The first relates to the conveyance of Crown lands, and its object is explained in the accompanying note from Mr. Begbie. Enclosure.

3. The other Proclamation, issued yesterday, is for the purpose of imposing duties and imports into British Columbia, to provide a revenue for defraying the public expenses of the Colony. Enclosure.

4. The Ordinance is to remain in force for six months to test its operation, and it will then be amended or continued in its present form, as may appear expedient.

5. The port of Victoria is for the present declared the port of entry for British Columbia, until arrangements are made to collect the duties at some point on Frazer's River.

6. Hoping that those proceedings may meet with the approval of Her Majesty's Government,

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.

&c. &c. &c.

British Columbia.

Enclosure 1 in No. 31.

Enclosure 1 in No. 31.

Proclamation

By his Excellency James Douglas, Governor and Commander-in-Chief of Her Majesty's Colony of British Columbia and its Dependencies.

Proclamation having the force of law, to enable the Governor of British Columbia to convey Crown Lands sold within the said Colony.

Whereas by virtue of an Act of Parliament made and passed in the 21st and 22nd years of the reign of Her most Gracious Majesty the Queen, and by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland, in conformity therewith, I James Douglas, Governor of the Colony of British Columbia, have been authorized by Proclamation issued under the Public Seal of the Colony, to make laws, institutions, and ordinances for the peace, order, and good government of the same.

Now, therefore, I James Douglas, Governor of British Columbia, by virtue of the authority aforesaid, do proclaim, ordain, and enact, that on and after the day of the date of this Proclamation, it shall be lawful for the Governor for the time being of the said Colony by an instrument in print or in writing or partly in print and partly in writing, under his hand and seal, to grant to any person or persons any lands belonging to the Crown in the said Colony, and every such instrument shall be valid as against Her Majesty, Her heirs, and successors, for all the estate and interest expressed to be conveyed by such instrument in the lands therein described.

Issued at Victoria, Vancouver's Island, under the Public Seal of the Colony of British Columbia, this Second day of December One thousand eight hundred and fifty-eight, in the twenty-second year of Her Majesty's reign, by me,

James Douglas, (L.S.)
Governor of British Columbia.

God save the Queen.

Sub-Enclosure.

Sub-Enclosure.

Copy of Note from Matthew B. Begbie, Esquire, to Governor Douglas, dated Victoria, December 1, 1858.

It appears to me that the title of the Crown can only be conveyed by Letters Patent under the Great Seal, or under the authority of an Act of Parliament.

I should, therefore, recommend a Proclamation having the force of law to be immediately issued, empowering some person or persons to convey the legal estate in Crown Lands which have been contracted to be sold.

This merely provides machinery for carrying into full legal effect the sales which have already been made equitably at the auction, and subsequently thereto in the surveyor's office.

(Signed) Matthew B. Begbie.

Enclosure 2 in No. 31.

Enclosure 2 in No. 31.

Proclamation

By his Excellency James Douglas, Governor and Commander-in-Chief of British Columbia, having the force of Law, to authorize the levying of Customs Duties upon Goods imported into British Columbia.

Whereas it is expedient to provide ways and means to enable Her Majesty to defray the public expenses of the Colony of British Columbia, and in aid thereof to authorize the levying of duties of customs on goods imported into the said Colony and its dependencies: And whereas by a Commission under the Great Seal of the United Kingdom of Great Britain and Ireland, which has been duly proclaimed and published, I, the Governor of British Columbia, have been authorized by Proclamation under the Public Seal of the Colony to make laws, institutions, and ordinances for the peace, order, and good government of the same.

Now, therefore, I, James Douglas, Governor of the said Colony, do proclaim, ordain, and enact for law, as follows; to wit,

Sect. 1. All goods, wares, and merchandise not otherwise herein-after mentioned, imported into British Columbia, or any of its dependencies, shall be chargeable with a duty of ten pounds per centum on the amount of the value thereof at the port of entry.

Sect. 2. There shall be charged on the articles next herein-after mentioned the following duties of customs:—

	£	s.	d.
Flour, in barrels or sacks, 196 lbs.	0	2	1
Bacon, per 100 lbs.	0	4	2
Spirits and strong waters of all kinds, sweetened or otherwise, for every imperial gallon of full strength of proof or less than proof by Syke's hydrometer, and in proportion for any greater strength than the strength of proof, and for any greater or less quantity than a gallon	0	4	2
Wines, in wood or bottle, per imperial gallon	0	2	1
Ale, spruce, and other beer, porter, cider, and perry, in wood or bottle, per imperial gallon	0	0	6¼
Beans, pease, and pulse of all descriptions used for food, per 100 lbs.	0	0	6¼
Barley, oats, and all other grain, per 200 lbs.	0	0	6¼

Sect. 3. The following articles will be entered free of all duties; to wit,

Coin, quicksilver, fresh meat, fish, fruit, vegetables, sawed lumber, shingles, fuel, hay and straw, wheat, potatoes, poultry, live stock of all kinds, machinery for agricultural purposes, seeds, bulbs and

roots of plants and shrubs, salt, printed and manuscript books and papers, passengers' baggage, apparel, and professional apparatus; all articles imported for the public service and uses of the Colony of British Columbia, or for the use of Her Majesty's Land or Sea Forces stationed therein, or for the use of any person holding any command or appointment in Her Majesty's Forces aforesaid.

Sect. 4. The bill of entry and the declaration of the importer shall be according to the form prescribed for the entry of dutiable goods by the Act of the Imperial Parliament, passed in the 16th and 17th year of Queen Victoria, entitled the "Customs Consolidation Act, 1853."

Sect. 5. All evasions and offences committed by any person or persons to defeat the payment of the duties hereby made payable on all goods imported into British Columbia, will be prosecuted and punished in the manner prescribed by the said "Customs Consolidation Act, 1853."

Sect. 6. And whereas the Port of Victoria in Vancouver's Island, in which port is included the harbour of Esquimalt, is a free port, and vessels entering or leaving the same, or goods landed thereat, are subject to no tolls, duties, payments, or exactions whatever, (except such as are specified in the schedule hereto appended): And whereas there is at present no Officer in British Columbia empowered to levy the duties aforesaid, nor any station in the said Colony, at which the said duties can conveniently be levied, or at which any such Officer can be conveniently posted. I do further proclaim, declare, and enact, that for the present and until further provision be made for the collection of the same duties, the said Port of Victoria, Vancouver's Island, shall be the port of entry for all goods imported into British Columbia and its dependencies, or any part thereof; and the duties hereby made payable on goods imported into British Columbia and its dependencies shall be under the management of the Collector of Her Majesty's Customs at Victoria, and shall be ascertained, raised, levied, collected, paid, and recovered at Victoria aforesaid, according to the provisions of the laws now in force or hereafter to be made relating to the Customs.

Sect. 7. This Proclamation shall take effect, and the duties hereby enacted and imposed shall be payable on all goods imported or attempted to be imported into British Columbia after the day of the date hereof.

Sect. 8. This Proclamation shall continue in force for six calendar months from the date hereof, unless the same shall, before the expiration of the said period of six calendar months, be modified or repealed by lawful authority, and shall not continue in force beyond such six calendar months, unless the same shall in the meantime, by Proclamation or other lawful authority, be extended or prolonged.

Issued under the Public Seal of the Colony of British Columbia, at Victoria, Vancouver's Island, this Third day of December One thousand eight hundred and fifty-eight, in the twenty-second year of Her Majesty's reign, by me,

JAMES DOUGLAS, Governor. (L.S.)

GOD SAVE THE QUEEN.

No. 32.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 45.) Vancouver's Island, December 9, 1858.

SIR, (Received January 29, 1859.)

1. I HAVE the honour to acknowledge the receipt of your Despatch No. 23, of the 17th of September last, acquainting me that the Society for the Propagation of the Gospel have selected the Rev. James Gammage to officiate among the mining population of British Columbia, that you had provided Mr. Gammage (who will be paid by the Society) with a passage in the ship "Thames City," which was about to take out the party of Engineers to British Columbia.

I have, &c.

(Signed) JAMES DOUGLAS,

Governor.

The Right Hon. Sir E. B. Lytton, Bart.

&c. &c. &c.

No. 33.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 46.) Victoria, Vancouver's Island, December 9, 1858.

SIR, (Received January 29, 1859.)

1. I HAVE to acknowledge the receipt of your Despatch No. 24, of the 24th of September, in which you kindly approve, under the peculiar circumstances in which I was placed, of the allowance of pay to the companies of H.M. ships "Satellite" and "Plumper," from the local revenue, equal to their rate of pay from the Crown.

2. That extra allowance of pay was made for three months up to the 30th of September last, when it was not considered necessary to continue it for a longer time, and with the knowledge and approval of Admiral Baynes, who concurred with me regarding the allowance as unusual and forming a troublesome and inconvenient precedent, that

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decision was made known to Captains Prevost and Richards, to announce to their respective ships' companies.

3. The charge for that quarter was as follows:—

	£	s.	d.
"Satellite" - - -	2,253	14	8
"Plumper" - - - -	1,118	11	7
	£3,372	6	3

4. I have already liquidated one-third of that sum; I propose to pay a second instalment very shortly, and the third will be paid as soon as circumstances permit.

5. Had the extra allowance been limited to the ships' companies, the amount of pay would have been moderate; but applying as it did to the captain and officers, the charge became an intolerable burden on our limited income, and to me a source of ceaseless trouble and anxiety.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 34.

No. 34.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 50.) Victoria, Vancouver's Island, December 7, 1858.
(Received January 29, 1859.)
(Answered No. 17, February 8, 1859, p. 79.)

SIR,

Enclosure.

1. I HAVE the honour of transmitting herewith copy of a letter lately addressed to me by the Agents of the Hudson's Bay Company residing at this place, setting forth the claims of the Company to certain tracts of land connected with their several trading establishments in British Columbia, which they have occupied for many years, and improved by settlement and otherwise at much expense.

2. Her Majesty's Government may probably consider that the Hudson's Bay Company have acquired rights to the soil through permissory occupation and improvement, as well as by the public services which the Company have rendered to the country, and may therefore meet their claims in a spirit of judicious liberality, especially as the settlement of the Company's possessory rights in Oregon, resting on the construction of the third article of the Treaty of the 17th of July 1846 with the United States of America, will probably be influenced by the decision of Her Majesty's Government in allowing or disallowing the possessory rights of the Company in British Columbia.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure in No. 34.

Enclosure in No. 34.

COPY of Letter from JOHN WORK and DUGALD MCTAVISH, Chief Factors, Hudson's Bay Company, to Governor DOUGLAS, dated Fort Victoria, Vancouver's Island, November 24, 1858.

SIR,

WE beg to call your Excellency's attention to the following list of claims to land in British Columbia, which we consider as belonging to the Hudson's Bay Company, and trust that their title to the same will eventually be confirmed by Her Majesty's Government.

1. Old Fort Langley.
2. New Fort Langley and adjacent farms.
3. Point at the Forks of Smess River.
4. Point at the Forks of Harrison's River.
5. Fort Hope, with cleared land adjoining, especially block No. 1 on official map of the town, which encroaches on the fort.
6. Fort Yale, portion marked "reserve," and block XVII. on official map of the town.
7. Fort Dallas.
8. Fort at Kamloops, known as Thompson's River, with lands adjacent.
9. Fort Douglas.
10. Fort Shepherd on the Columbia River, with adjoining lands.
11. Fort in the Kootanais Country, if north of the 49th parallel.

12. The various posts in New Caledonia belonging to the Company, and other points along the route from Fort Hope to Thompson's River and New Caledonia, not permanently occupied but improved by the sowing of grass seeds.

13. Fort Simpson with lands adjoining.

14. Fort McLaughlin.

Your Excellency is no doubt aware, that we are unable at present more particularly to define the limits of the Company's claims, but we hope the foregoing statement is sufficiently explicit for the authorities to act upon until accurate surveys can be made of the whole.

We have, &c.

(Signed) John Work,
Dugald Mactavish,
Chief Factors, Hudson's Bay Company.

No. 35.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 51.) Victoria, Vancouver's Island, December 14, 1858.

(Received January 29, 1859.)

(Answered No. 22, February 12, 1859, p. 80.)

Sir,

1. Since my report of the 30th of November on the state of British Columbia, there has been a change in the weather from mild to cold; the mercury fell on the 5th of instant to 12° Fahrenheit; there have been several falls of snow to the depth of ten inches, and Frazer's River from Langley to Point "Aitch Bee Cee" is frozen over and impassable for ships. The river above Langley was by last accounts also frozen, and winter fairly set in, though at an unusually early season of the year.

2. No accounts from Langley have, in consequence of the cold weather, been received here for the last week; but the weather being now milder, two steamers are preparing to leave to-day with freight and passengers for that place, and it is hoped they will succeed in forcing a passage through the ice.

3. We have had no tidings from Fort Yale since the 25th of November last; the weather was then mild, but exceedingly wet, and the miners doing little in consequence of the state of the weather; others of that class were, nevertheless, still moving onwards by the river with goods and provisions for the upper country.

4. The country was then generally in a state of tranquillity.

5. The American steamer "Pacific" left this place on the 4th of instant with 400 passengers, principally returning miners for the Port of San Francisco. The export of gold dust by that vessel was reported to be ten thousand ounces, exclusive of a large amount in private hands.

6. An export duty on gold would now yield a respectable amount of revenue, and together with the duties levied on imports, would probably yield an income of 100,000*l.* per annum.

7. With some assistance from Parliament in the outset, either by way of loan or as a free grant, the Colony will soon emerge from its early difficulties and defray all its own expenses.

8. This has hitherto been accomplished without assistance from any quarter, as I have not yet drawn upon you for any expenditure incurred in the Colony, which have all, nevertheless, been paid.

9. I cannot, however, undertake immediately to defray the cost of the detachment of Royal Engineers appointed for the protection of the country, as a large sum must this year be provided for the erection of the many public buildings so much need in British Columbia.

10. I propose building a small church and parsonage, a court-house, and gaol immediately at Langley, and to defray the expense out of the proceeds arising from the sale of town lands there.

11. The mail steamer is expected in to-night, but will probably leave again immediately afterwards for San Francisco, allowing no time for replying to letters by the same mail.

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

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No. 36.

No. 36.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 52.) Victoria, Vancouver's Island, December 24, 1858.

SIR, (Received February 12, 1859.)

1. IN consequence of the return of mild weather the ice on Frazer's River has broken up, and vessels are again plying with goods and passengers between this place and Fort Langley.

2. The steamers "Santa Cruz" and "Beaver" lately returned from thence, with upwards of 300 passengers from the mining districts, and, as reported on good authority, 7,340 ounces of gold dust, exclusive of the sums in the hands of miners.

3. The passengers who arrived by those vessels suffered much privation on their journey to Fort Langley, in consequence of the freezing of the river about 40 miles above that place, where they were detained by ice, and imprudently attempted to make their way through the woods to Fort Langley, without the precaution of taking guides or food, or, in short, providing in any manner for their own comfort or safety. The poor fellows soon lost their way, and after wandering for several days through the pathless forest, were nearly perishing of cold and hunger, before they could be rescued from their perilous situation.

4. Those people, who were principally returning miners, complain bitterly of the cold, and appear physically disqualified by the enervating effects of a long residence in California for the more rigorous climate of British Columbia.

5. The reports from the upper country are favourable, confirming all our previous opinions of the great mineral wealth of the interior of British Columbia.

The want of roads and difficulty of access are still the great impediments to the development of the mineral wealth of that region.

6. The Harrison's River Road is, after an endless deal of trouble and anxiety, from the want of honest and able men to carry out the plans of Government, fairly open to traffic, and its advantages will be of incalculable value to the country. We have had a town site laid out on that road at Port Douglas, and have caused town lots, of the usual size, to be issued under leases to all persons wishing to build there for the present winter, and about 70 of those lots are occupied.

7. Some specimens of gold, procured by sluicing on Harrison's River, have lately come into my possession, adding force to the opinion that the country in that quarter is probably not greatly inferior to Frazer's River itself as an auriferous district.

8. Bridge River is now the favourite gold district, specimens of copper and a small specimen of silver now in my possession having recently been brought from that part of the country.

9. Mr. Commissioner Travaillot's last report from "Lytton" (forks of Thompson's River) is dated the 7th of December. There was then a very slender stock of food in his district, and provisions were selling at a high price; but there was a prospect of speedy relief, as supplies of flour and other articles of food were beginning to arrive by the Harrison's River Road.

10. Many of the white miners had, nevertheless, left the country in despair of being able to get through the winter without suffering much privation, and those who remained behind were peaceable and well conducted. Their conduct towards the Indian population, and of the latter to the whites, had been good, and no serious difficulty had occurred since the month of October.

11. The police had, in one instance, met with resistance on a mining bar above Lytton, from a party of miners, who sought to protect a person named D. Brown, charged with a criminal offence; but they succeeded, after a hard fight, in capturing the criminal, who, with four of his friends, had posted themselves in a log house for defence.

Brown was severely wounded in the struggle, and is not yet recovered.

12. This is the first and only instance of open resistance to the law that I have had to record in British Columbia, and I am glad to say the police did their duty faithfully on the occasion.

13. Mr. Travaillot's statement of public receipts and expenditures exhibits a deficit of nearly 100*l.* against his district, and he remarks that in the present state of things a more favourable result could hardly be expected.

Food of all kinds has been scarce and dear, and the sources of supply at a great distance from the mining bars; the miners were therefore kept continually travelling to and fro to procure subsistence, thereby exhausting their money as well as their physical energies in extremely fatiguing journies over a rugged country, carrying loads of from 80 to 100

pounds on their backs, and latterly, the cold weather, the thermometer having fallen to 10° Fahrenheit, had compelled the miners to suspend work altogether. In such circumstances, the licence fees could not be enforced with advantage to the public revenue. British Columbia.

14. There is nothing further of much importance to communicate respecting the affairs of Mr. Travaillot's district.

15. I have also lately received satisfactory accounts from the District of Fort Yale. Mr. Hicks, the Assistant Commissioner, having failed in carrying out his instructions for collecting the mining licence fee, and being deficient in nerve for the position he holds, it is my intention immediately to remove him, and to appoint Mr. Inspector Brew to the office he now holds as Assistant Commissioner of Crown Lands.

16. This arrangement will not interfere materially with Mr. Brew's other duties, while to me it will afford an incalculable degree of relief, as I can implicitly rely on Mr. Brew's firmness and integrity.

17. I forward for your information three numbers of the Victoria Gazette, which contain the latest reports from the mining districts, and on that account may be found interesting.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 37. No. 37.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 56.) Victoria, Vancouver's Island, December 27, 1858.
(Received February 28, 1859.)
(Answered, No. 48, April 11, 1859, p. 82.)

Sir,

Your Despatch, No. 30, of the 16th October, I have perused with the greatest interest and attention.

I acknowledge with gratitude the effective steps which you have taken to support my authority, and the various measures which you have adopted to aid me in the arduous task of organizing the government of the Colony.

In a former communication to you, I mentioned the arrival in this Colony of Admiral Baynes in his flag-ship the "Ganges," and I recal with pleasure the cordial and hearty manner in which he entered into my views, and lent to their execution all the support in his power.

He remained in this Colony upwards of two months, and sailed for Valparaiso on the 22nd instant; the "Tribune" and "Pylades," ordered from China to this station, being then daily expected here, though the two latter vessels have not yet arrived.

I have, therefore, in obedience to your instructions in reference to this point, to report to you that Her Majesty's ships "Satellite" and "Plumper" are the only Queen's ships at present in this harbour, and that as yet no ships designed for the especial support of the civil government have arrived here.

That statement is not made with the view of urging any complaint of neglect, as you will observe, by my correspondence with Admiral Baynes before his departure, that with the force at my disposal I did not apprehend any immediate danger of the authority of Government being set at nought, especially as the "Tribune" and "Pylades" were known to be on their way to this Colony; at the same time I represented to him the great importance of having a respectable naval force collected here in spring, when a very large immigration for British Columbia may be looked for, and I rely on his taking the necessary measures to assemble that force in this neighbourhood before the emergency presents itself. Enclosure. Enclosure.

My anxiety to avoid making exaggerated demands on you for military assistance has probably led me into the opposite extreme of asking for too small a number of troops, and I admit the wisdom of the course you have taken in completing the present military force intended for the service of this Colony to 150 men, instead of the number suggested in my letter.

It is certainly advisable in the actual state of the country to err on the safe side, and to maintain a respectable military force, in order that the power as well as the dignity of the British Government may be represented.

However effective an undisciplined civilian force may be found in a well-regulated community of persons, bound to their country and institutions by the ties of early asso-

British Columbia.

ciation and affection, the same force would, I apprehend, prove insufficient to maintain law and order in British Columbia, among an alien population composed of all nations.

I gratefully appreciate the unceasing care and pains which you have devoted to the hastening of the necessary preparations for the departure of the main body of the troops, and of the instalments of 20 and 12 men under Captains Parsons and Grant, who, I am glad to say, are in good health and spirits, and busily engaged at this present time in erecting houses for themselves and the main body of Engineers at Fort Langley.

I have perused with great attention your remarks indicating the policy you wish to be observed in the employment, and explaining the objections to the use of a Royal military force in the collection of revenue, and as my own views on those subjects accord in all respects with the instructions in your Despatch, I will not fail in carrying them fully into effect.

In no instance have we resorted to the employment of a military force, except when the civil power was found insufficient to ensure obedience to the law, and even in those cases it was regarded as subsidiary to the ordinary means of enforcing obedience.

* * * * * *

I have had much communication with Mr. Brew on the subject of forming an effective police for service in British Columbia. He proposed that a force of 150 men should be immediately raised and disciplined, but on making an estimate of the expense, assuming as data a rate of wages below what is given to ordinary labourers in the gold districts, the expense appeared to be so large, that I withheld my assent until I should have time to consult and receive your instructions on the subject.

With the small police which has been hitherto maintained in British Columbia we have succeeded, through the blessing of God, and with the aid of the well disposed inhabitants, in bringing all offenders to justice, and in maintaining a remarkable degree of quiet and good order. It is therefore unnecessary, for the purposes of security, to increase that force until the increase of population in spring, and thus it becomes a question whether, in the meantime, it would not be advisable to request Her Majesty's Government to send out at once a body of 60 of the Irish Constabulary Force, furnished with their proper arms and equipments, and who would thus be ready for service the moment they arrived in the country.

The advantages of that plan are important, as it would in the first place lead to a great saving of expense in the pay and equipment of the force; and secondly, the force would be perfectly reliable in every emergency. With that body of men as a nucleus, and spare arms and equipments for 100 more, the police force could be recruited in the country, though with a less reliable element, to any desirable extent. I will request Mr. Brew to state his opinion on that subject, and will forward the same to you, with any suggestions relative thereto that may occur to him. I trust that the plan may meet with your approval, and that you will direct it to be carried into effect.

There is every reason to believe that a well-constituted constabulary force, with a sufficient staff of stipendiary magistrates, supported by the co-operation of the well-disposed inhabitants, the military force intended for the country, and the naval force on the seacoast, will furnish in all ordinary cases the requisite protection to life and property. Should there be reason to alter that opinion, either in consequence of the deportment of the white population or of collision with the Indians, I will not fail to ask for additional reinforcements; but for the present, provided we have the means above described, I think such unnecessary.

I would hardly venture to give a decided opinion on the subject of recruiting a regular military force from the gold diggers of the Colony, as the men taking service would probably be composed of the idle and worthless classes; but to secure the services of the active adventurers I fear a very high rate of pay, not less than 12*s.* day, including rations, would be an indispensable condition in the outset, and the great expense of such a force, together with its unreliable character, would be an almost insuperable objection to maintaining it in the field.

The practical and skilful men for cavalry and artillery drill sent out with Colonel Moody, and who are intended to form a nucleus for such additional military force as may be required and formed in the Colony, will be of the greatest possible service should any such contingency arise.

I have further to state, in reply to your communication, that I have carefully perused your instructions providing for and suggesting how to meet the unforeseen exigencies in the Colony as they may arise, and shall attend to those instructions.

We shall also endeavour to settle all preliminary questions of law and police, and to make all suitable preparations for the expected immigration in spring, and for the safety and development of the Colony, and forward any further information we may arrive at of the probable revenue on which we may calculate. In my Letter No. 5, of the 14th instant, I estimated the revenue for the coming year at 100,000*l.* sterling, assuming that the import duty on goods would yield the sum of 80,000*l.*, and a proposed export duty on gold about 20,000*l.*; in all 100,000*l.* per annum. The sale of public land will also, I trust, yield a considerable revenue, as well as mining and other fees, so that I am in hopes of being able, after the first year, to pay all our own expenses.

Your approval of the great enterprise of the year, the opening of the Harrison's River Road, is exceedingly gratifying to me.

The real impediment to the development of the mineral region of British Columbia is no doubt the difficulty of access to it. Passable roads and means of cheap transport would soon work a wonderful revolution in the state of the country. I have done everything in my power to remove the obstacles of route, and to improve the access to the mineral region; but much remains to be done. A road through the valley of Frazer's River from the seacoast to the forks of Thompson's River is urgently wanted, to open the country for settlement, for land travel, when the river is either flooded, or impassable from ice in winter, and for driving live stock of all kinds to and from the seacoast and interior country. That great work is in part accomplished, through the co-operation of the inhabitants, and, with your approval, we may finish it before the close of next summer.

Other routes into the remote interior may be opened by Howe's Sound, explored last summer by Mr. McKay, and by Jarvis Inlet, where I also sent an exploring party some months ago, but who failed in crossing the mountains, which were covered with snow, and they were compelled to return unsuccessful.

In conclusion, I beg to assure you that I deeply appreciate the extreme kindness of your closing remarks, and you may rest assured that I will not fail in exerting every faculty to carry out the views of Her Majesty's Government, and in the meantime, I shall rely with confidence on your aid and support.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

Enclosure 1 in No. 37.

COPY of a Letter from Rear-Admiral BAYNES, dated "Ganges" in Esquimalt Harbour, December 7, 1858, to Governor DOUGLAS.

Enclosure 1 in No. 37.

SIR,

I BEG to acquaint your Excellency, that I propose leaving Vancouver's Island in the "Ganges," for the southern ports of the station, some time this month.

Your Excellency is aware that the "Pylades" and "Tribune" are on the way to this place from India and China, and may hourly be expected, the latter having on board a small party of supernumerary marines.

In the event of my not seeing them before I sail I shall leave orders for Captain De Courcy of the "Pylades," the senior officer, or in his absence the senior Captain, to place themselves in communication with your Excellency, and to carry out, as far as they can, your wishes in order to uphold the laws and maintain the tranquillity of the Colonies.

The importance of Vancouver's Island and British Columbia demand my earnest consideration, and I hesitate in carrying out my intentions unless I am assured by your Excellency that you are under no apprehension of any outbreak, that you consider the force placed at your disposal as sufficient to meet any exigency you think likely to occur, and that you do not deem the presence of my flag necessary for the preservation of that good order you have so happily established in both Colonies. I shall endeavour to return to Esquimalt immediately circumstances will permit.

I have, &c.

(Signed) R. LAMBT. BAYNES,
Rear-Admiral and Commander-in-Chief.

Enclosure 2 in No. 37.

COPY of a Letter from Governor DOUGLAS, dated Victoria, Vancouver's Island, December 13, 1858, to Rear-Admiral BAYNES.

Enclosure 2 in No. 37.

SIR,

I HAVE to acknowledge the receipt of your letter of the 7th instant, communicating for my information that you propose leaving Vancouver's Island in the Ganges, some time this month, and also alluding to the expected arrival of the "Pylades" and "Tribune" now on the way to this place from India and China, the latter having on board a small body of supernumerary Marines, and that in the event of your not seeing them before you sail, you will leave orders for Captain De Courcy, or in his

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absence to the senior Captain to place themselves in communication with me, and to carry out as far as they can my wishes in order to uphold the laws, and to maintain the tranquillity of the Colonies.

The arrangements you propose appear to me effective and perfectly satisfactory as regards the present condition of the Colony, and provided the arrival of the "Pylades" and "Tribune" be not delayed greatly beyond the period anticipated in your letter, I think the naval forces on the station will be sufficient to enable us to enforce the law, and to maintain peace and good order in the Colonies until the spring, when there will be a large influx of people from other countries, and it is impossible to exaggerate the importance of then increasing the naval force on this part of the station to the utmost extent of the means at your disposal.

I feel assured that your own wishes are in that respect, in unison with the views herein expressed, and I will therefore leave to your provident care the whole burden of providing a naval force equal to the emergency, and to give protection to the country.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor of Vancouver's Island and
British Columbia.

No. 38.

No. 38.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 58.) Victoria, Vancouver's Island, December 28, 1858.

SIR, (Received February 28, 1859.)

I HAVE the honour to acknowledge the receipt of your Despatch, No. 32,* of the 19th of October last, enclosing a letter from the Archbishop of Canterbury, announcing to you the munificent endowment offered by Miss Burdett Coutts, together with your admirable reply thereto, which I shall take the liberty of publishing in this country, as it refers to a matter of general interest, for the information of the public.

* Page 72, Part I.

A more acceptable gift than this munificent donation, or one calculated to diffuse a greater amount of public good, could hardly have been devised, and I beg, on behalf of the Colony, to offer most grateful thanks to the generous lady whose name and beneficence will be commemorated in the records of the country.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 39.

No. 39.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 62.) Victoria, Vancouver's Island, December 29, 1858.

SIR, (Received February 28, 1859.)

1. I HAVE to acknowledge and to observe in reply to your Letter, marked "Private," of the 16th of October* last, that I will carefully attend to your instructions respecting the employment of the Royal Engineers who have been dispatched to British Columbia.

* Page 71, Part I.

2. I understand by your letter that Colonel Moody and his men are expected to perform all the surveying duties in the Colony, and that it is therefore unnecessary that I should accept the services of other surveyors, whose employment would add so much to the heavy expenses which the Colony is called upon to defray.

3. Anticipating such instructions, after being apprised of Colonel Moody's appointment, I made no exertion to form a surveying corps, and for the survey of the town sites in British Columbia I employed Mr. Pemberton, Surveyor of Vancouver's Island, who also managed the sales of town lands, and was most accommodating and useful in every capacity.

4. The Colony is, therefore, not encumbered with any civil corps of surveying officers.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 40.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 63.) Victoria, Vancouver's Island, December 30, 1858.

SIR, (Received February 28, 1859.)

1. I HAVE the honour to acknowledge the receipt of your Despatch, marked Confidential,* of the 14th of October last, in which you have been pleased to favour me with the impressions derived from the perusal of the regulations framed for the management of the goldfields in British Columbia, and it is not without reason that I now express the deepest sense of obligation for the searching investigation which you have given to that subject.

* See page 67 of Part I.

2. I was sensible from the outset of the arduous nature of the task of framing regulations so perfectly adapted for a comparatively unknown country as to be unobjectionable, especially for a country situated as is British Columbia, in the close vicinity of a powerful state, whose inhabitants would for a time at least form the great bulk of the population.

3. It was to establish a legal control over the adventurers who were rushing from all sides into the country, to anticipate their own attempts at legislation, and to accustom them to the restraints of lawful authority, that I prepared and issued the gold regulations. I am therefore not wedded to the established system, as I hardly ventured to hope that it would be found in all respects so well adapted to the people and the country as to form the permanent mining code of British Columbia.

4. No serious objection has been offered by the miners to that section of the law which regulates the size of mining claims; but there has been, and I fear always will exist a strong dislike to the payment of a monthly licence fee, and the enforcement of that system might ultimately lead, as it did in Australia, to fatal interruptions of the public peace.

5. There are several other objections to the monthly licence fee considered as a source of revenue, such as the cost of collection, its equal pressure upon the prosperous and unsuccessful miner, and its frequent evasion; objections which apply with peculiar force to the extensive and hardly accessible gold districts of British Columbia.

6. I shall not fail to consider with care your suggestions, and to revise the law as it respects the extraction of gold by means of machinery from quartz rocks and other classes of mining requiring the large investment of capital.

7. My attention was in fact closely devoted to a revision of the gold regulations, when your Despatch on the subject was received.

The expediency of abolishing the monthly licence fee, in consequence of its obnoxious features, and of introducing the system which has been found to work with such happy effects in Victoria, was an idea naturally suggested by the consideration of the subject, and we should not have hesitated in adopting that system with, perhaps, some modification in details, but for the difficulty of dealing with the export duty on gold, which has proved so prolific a source of revenue in Victoria, as more than to compensate for the surrender of the monthly licence fees.

8. The imposition of a duty at present on the export of gold in British Columbia would, it is feared, be comparatively unproductive of revenue, besides having the effect of diverting the course of trade, which it has been the hitherto successful object of all our legislation to retain within our own possessions, to Samiamoo and other American frontier towns.

The miners returning with their gains to California would naturally seek to evade the payment of the duty, cross over the frontier, and take the road to those places, instead of coming direct to Victoria, which is now enriched by their visits.

9. We have, as yet, found no solution of this difficulty, but I am of opinion that it will nevertheless be advisable at once to to abolish the monthly licence fees, and to replace them by an annual payment, probably exceeding the payment annually levied on miners in the Colony of Victoria.

10. It may also be advisable to adopt the other features of the Victorian system, a subject which will have my early and anxious consideration, with the aid and advice of my Executive Council, which will be composed of Lieutenant-Governor Moody and the other officers who have lately arrived from England.

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11. It will be our study to frame such regulations as will give satisfaction to the people at large, and to create a public revenue, with the smallest possible amount of pressure on the trade and resources of the conntry.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 41.

No. 41.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 65.) Victoria, Vancouver's Island, January 6, 1859.
(Received February 28, 1859.)
(Answered No. 32, March 15, 1859, p. 81.)

SIR,

Enclosure 1. I HAVE the honour of transmitting herewith a copy of a General Order of Court
Enclosure 2. issued by Mr. Justice Begbie, dated 27th December last, with copies of two letters, ex-
Enclosure 3. planatory of his reasons for admitting as a temporary arrangement members of the American bar to plead in the Courts of British Columbia.

In the absence of members of the English bar to take out the proper writs and to conduct cases, there would otherwise be no one to point out to defendants the most efficacious mode of defence, a duty which the judge would be called on to perform, and therefore to act both as adviser and judge. He despaired under those circumstances of giving satisfaction to the suitors and of maintaining the desirable high character of a British Court of Law.

For those reasons I yielded to his wishes, and agreed that the concession in favour of American lawers should remain in force for six months, but not longer, unless there be a positive necessity, from the absence of English practitioners, of again resorting for a time to a like expedient.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

Enclosure 1 in No. 41.

Enclosure 1 in No. 41.

COURT OF BRITISH COLUMBIA.

ORDER OF COURT.

WHEREAS, by a Proclamation under the Public Seal of the said Colony, issued at Victoria, V. I., the 24th day of December, I, Matthew Baillie Begbie, Judge in the said Court, am authorized, while resident in Victoria, Vancouver's Island, to make General Rules and Orders of Court in the same manner and of the same force and validity as if I were resident in British Columbia.

I. It is ordered, That all the Rules and Orders of Court of the Supreme Court of Civil Justice of Vancouver's Island of the 12th day of February 1857, as altered and modified by the General Rule or Order of the 26th April 1858, shall be observed in civil proceedings in the Court of British Columbia so far as the same are, from local and other circumstances, applicable, and so far as the same are not discharged, modified, or altered by this or some future Order or Rule of Court.

II. Wherever the town of Victoria is named in the said General Orders of the 12th of February 1857 and the 26th of April 1858 as the place at which any act is to be done, or any address to be fixed, the name of Langley shall be substituted for Victoria.

III. Sessions of the Court for trial of all causes, civil and criminal, will be held four times in each year, commencing on the last Monday in January, the last Monday in April, the last Monday in June, and the last Monday in October in every year.

IV. The same fees, poundage, and perquisites shall be levied and paid on all proceedings, enrolments, and acts whatever in this Court as are now of custom or otherwise levied and paid on the like proceedings, enrolments, and acts in the said Supreme Court of Justice in Vancouver's Island, and all such fees, poundage, and perquisites shall be applied in the same manner and proportions as in the Court of Vancouver's Island, *mutatis mutandis*.

V. There may be enrolled as Barristers of the said Court,—

1st. Any person who has been called or is qualified to be called to practise at the English or Irish bar, or as an Advocate in Scotland, or who has taken the degree of Doctor of Laws at any University in the United Kingdom.

2d. Any person who may be instructed within the Colonies of British Columbia or Vancouver's Island in the knowledge and practise of the law by any practising barrister of the said Court, subject to such regulations as may hereafter be by law established within the Colony in relation to persons so to be instructed.

VI. There may be enrolled as Attorneys and Solicitors of the said Court,—

1st. All persons entitled to practise as attorneys, solicitors, or proctors in any of Her Majesty's Courts in England or Ireland, or as writers to the signet or solicitors to the Supreme Courts in Scotland.

2d. All persons who may be instructed within the said Colonies of British Columbia or Vancouver's Island in the knowledge and practise of the law by any practising solicitor and attorney of the said Court, subject, nevertheless, to any regulations which may hereafter be by law established in relation to persons so to be instructed.

And whereas there is at present only one person in Victoria qualified to act as a barrister in a Cour of Law in England, and there is no other person resident in either of the said two Colonies qualified to act either as a barrister, attorney, solicitor, or proctor in England or Ireland, or as an advocate, writer to the signet, or solicitor to the Supreme Courts in Scotland, and it would be convenient for suitors, and expedient for the satisfactory administration of justice, that a larger number of persons should be admitted to appear and act as of counsel for litigants and accused persons, and it is expedient to make temporary provision for a supply of such counsel, I do further order as follows, viz.:—

VII. There may be enrolled, on a temporary roll, as attorneys and solicitors of this Court all such persons of good repute, learning, and discretion as are entitled to practise either as a barrister, attorney, or solicitor, 1st, in the Courts of Justice in Guernsey, Jersey, or in any other part of Her Majesty's Dominions not being within the United Kingdom; or 2d, in the Supreme Courts of the United States of North America. But no temporary enrolment under this present order shall continue in force after the 30th of June 1859, unless the same shall in the meantime be extended and continued by further order of this Court. And no person whose name shall be entered on such temporary roll shall by force of such enrolment alone have any privileges whatever subsequently to the said 30th of June 1859.

There shall be paid to the registrar, for every name to be entered on such temporary roll, a fee of 10*s*.

VIII. Every person desirous to be enrolled under either of the preceding orders shall notify his desire to the registrar or deputy registrar of the said Court, and shall also deposit with such registrar or deputy registrar his name at full length, and his address in either of the said Colonies, and also a statement of his qualification, and shall also make a declaration in the form set forth in the schedule hereto. After approval thereof by the Judge of the said Court, all such names shall be by him entered on the proper roll. Every person to be enrolled, whether as a barrister, attorney, or solicitor, shall, if a British subject, take previously to his enrolment the oath of allegiance to Her Majesty and Her successors. And where any person so enrolled, not being a British subject, shall have resided in Her Majesty's dominions long enough to be naturalized, he shall be bound to become a naturalized British subject, otherwise he shall *ipso facto* cease to be an attorney or solicitor of this Court, and his name shall be erased accordingly. No foreigner shall be entitled to be placed on the temporary roll of attorneys when the foreigners already on the said roll are equal in number to the British subjects for the time being entitled under these orders to appear and act as attorneys.

IX. Except the persons so enrolled no person shall be entitled to appear or address the Court for or on behalf of any party to any legal proceeding, unless he be the father, son, or brother of the party. But nothing in these orders shall prevent parties to any suit or proceeding from appearing or pleading in person.

X. The right of precedence among the enrolled barristers as between themselves, and among the enrolled attorneys and solicitors as between themselves, shall be according to priority of enrolment on each roll. The priority of enrolment on any roll shall, in cases of dispute, be decided by the Judge of the Court. But persons who shall have taken the oath of allegiance shall be entitled to be entered on the roll before all persons who shall not have taken such oath.

XI. All persons on either roll of attorneys shall be subject to the authority of the Court in the same manner as attorneys and solicitors are to the authority of the Superior Courts of Westminster. Any person on either roll of attorneys shall be subject to removal at any time by the direction of his Excellency the Governor for the time being.

XII. Until further order shall be made herein, all barristers of this Court may appear and practise as attorneys and solicitors, and all attorneys and solicitors may practise and plead as barristers.

XIII. Thomas George Williams, Esq., Registrar of the Supreme Court of Civil Justice in Vancouver's Island, is hereby appointed to be Deputy Registrar in Victoria of the said Court of British Columbia.

XIV. Until further orders of this Court, it shall be lawful for the attorneys and solicitors thereof to ask and recover payment of fees and remuneration for all services for which fees and remuneration may be demanded according to the practice of the Superior Courts of Westminster. And all such fees and remuneration may be charged at double the rates allowed in taxation in the Superior Courts of Westminster.

SCHEDULE.

(A.)—Form of Declaration by Barristers.

I, A.B., of , do solemnly and sincerely declare that (*a*) I am a barrister at law (or advocate) duly authorized to practise in the Superior Courts of England (Ireland or Scotland), and that I was called to the bar by the Honourable Society of , on the day of , and that I am the person named in the certificate now produced. And that I am a British born (or naturalized British) subject, and that I have never changed my allegiance.

(*a*) Variation where the person has never been actually called:—[I am a member of the Honourable Society of , and that I have kept all my terms there, and am entitled to be called to the bar by that Society. And that I am a British, &c.]

British Columbia.

(B.)—Form of Declaration by Attorney or Solicitor.

I, A.B., of , do solemnly and sincerely declare that I am an attorney of Her Majesty's Court of at Westminster (or proctor, or writer to the signet, &c., as the case may be). And that I was duly admitted an attorney of the said Court at Westminster, (&c.) on the day of , and that I am the person named in the certificate now produced. And that I am a British born (&c.) subject, (if naturalized, state the date,) and that I have never (or never since) changed my allegiance.

(C.)—Form of Declaration for Attorneys on temporary Roll.

I, A.B., do solemnly and sincerely declare that I am , and that I am the person named in the certificate. [Add declaration as to citizenship and qualification.]

Matt. B. Begbie, J.

Enclosure 2 in No. 41.

Enclosure 2 in No. 41.

Copy of a Letter from the Honourable Matthew B. Begbie (Judge of British Columbia), dated Victoria, December 29, to Governor Douglas.

Sir,

I have the honour to submit for your information a copy of a General Order of Court which I have just issued, dated 27th inst., in pursuance of the views which I had the honour of submitting to you in a communication of the 15th inst. relating to the admission of barristers and attorneys.

Although I conceive that I am not at all legally bound by the Order in Council of the 4th April 1856, which regulates the admission of barristers and attorneys in the Courts in Vancouver's Island, I still feel bound by the spirit of that order, and bound also to depart as little as possible from the letter of it.

But I find a state of things here which appears never to have been contemplated by the Order in Council, and amounting to a public inconvenience, viz., on the one hand only one person arrived here only a week ago qualified to practise, being a barrister of the Inner Temple, and no other person in either Colony entitled under the Order in Council to perform as counsel for any litigant any act, however important or unimportant; and I find on the other hand several unlicensed, unrecognized practitioners, who avoid all responsibility, and in some instances within my knowledge abuse the forms of justice, without the checks which the supervision of our benches as courts of honour, and our judges as courts of law, exert at home upon barristers and attorneys.

I have, therefore, thought it necessary for public convenience to make a temporary provision to meet these circumstances during the next six months. In that interval the home authorities can be consulted, and I shall of course be anxious to carry out their views.

The Order in Council of 1856 makes no difference in favour of colonial counsel over foreigners, and therefore neither have I in these orders. Yet counsel entitled to practise in Upper Canada might perhaps expect some preference, since, previously to the proclamation of the Act at Langley on the 19th ultimo, they alone were entitled to claim a monopoly in all litigation here; and it would seem invidious to exclude Lower Canadians from any of the privileges of the upper province, and it might be well, with reference to ulterior views of policy, to make no distinction between them.

On the other hand, it is to be observed that in the Courts of Canada no such intercolonial free trade in the privileges of counsel is permitted.

No Australian and it is to be presumed no Columbian counsel would, as such, be entitled to practise in Canada.

A Private Act of Parliament is necessary to enable any other individual than an English or Canadian educated counsel to practise there; nor is such community of privilege usual among other colonies.

And with respect to foreigners, it might on the principles of reciprocity be argued that, since British subjects can almost as of course obtain permission to practise in the United States of North America (I allude particularly to California), citizens of those United States ought to have equal facilities afforded to them here.

I beg leave to refer to my former communication of the 15th inst.,

And to remain, &c.

(Signed) Matthew B. Begbie.

Enclosure 3 in No. 41.

Enclosure 3 in No. 41.

Copy of a Letter from the Honourable Matthew B. Begbie, Judge of British Columbia, dated Victoria, December 15, 1858, to Governor Douglas.

Sir,

I wish to place before your notice some observations upon the employment of counsel and attorneys in the Courts of British Columbia.

The Order in Council of 1856, which precludes any person from practising in Vancouver's Island unless entitled to practise in a Court in the United Kingdom, does not apply to British Columbia, where consequently any line of action may be adopted as circumstances may require.

The existing state of circumstances certainly does not appear to have been contemplated by the Order in Council of 1856, viz., that there should up to the present time never have been found a single barrister or attorney qualified to plead in any Court of the United Kingdom.

The result is that the labour and responsibility is in all cases thrown upon the judge or the registrar; 1st, to see that the plaintiff takes out the proper writ or commencement of proceedings, and that it is correct in point of form; 2d, the judge is then called on by the defendant to point out

tne most efficacious mode of defence; and 3d, he has to sit in judgment upon the case so brought forward, embarrassed, perhaps, by the insertion of unnecessary matter or the omission of necessary details, with a mind preoccupied, and feelings probably engaged on one side or the other (at all events the suitors are sure to think so). I hope that I am not given to despondence, but I should in such a position despair of giving satisfaction to the suitors. The difficulties of arriving at a just decision are enhanced, but much more enhanced are the difficulties of persuading the unsuccessful suitor that the decision arrived at is just. He cannot help fancying that his arguments might have been more forcibly urged, his facts more skilfully arranged, and both more impartially attended to.

To render a court of justice useful it is more important that the suitors should be satisfied than that substantial justice should be done. Substantial justice might be, and often is, done by a strong despotism; it might and would be, just as often as not, the result if the decision were to be chance. But neither a despotism nor the hazard of dice would be a satisfactory tribunal at the present day.

The absence of counsel, which is merely inconvenient in civil cases, notwithstanding the utmost anxiety of the judge.

In point of fact assistance is now given to suitors *sub rosâ* by all sorts of persons, qualified or not, who derive just the same pecuniary advantages from their clients as if they had a recognized status, yet feel discontented at not being able to occupy a recognized position openly. They avoid much of the responsibility which would attach to their conduct if they were enrolled officers of the Court, under the summary control of the judge. They are of less assistance to the Court than they would be if allowed to explain their views orally. And the most incompetent has an easy answer to excuse his failure, viz., that certain points escaped the notice of the judge, which (says the pleader) had I been allowed to address the Court I could easily have made clear.

I do not see how to prevent this unlicensed practice, unless by calling licensed practitioners into existence. The others will then naturally expire; besides that there will be a supervision exercised over them by the recognized list.

It does not appear to me that this question should be argued at all upon the ground of any privileges to be reserved to British subjects. The whole matter has been a good deal ventilated of late years in England, and it is now very well understood that advocates have certain privileges secured to them, not by reason of any merit of birth or money payment, but for the public good, which is considered to be best secured by maintaining a certain highly educated class of men in the exclusive study of the law, to which they would not confine themselves except a certain status and certain privileges were reserved to them. But the argument all along assumes that some order of advocates known to and under the control of the Court is necessary for the public convenience. Now here, there being no English barristers or attorneys, it seems expedient to take the best that can be got, and to secure that they shall be contented, or at least have no reasonable ground of discontent, so that they may be inclined to good order, and under the control of the Court (which at present they are not), so as to induce them to act carefully.

The strictness of the rule here requiring all practitioners to be British subjects is contrasted unfavourably by citizens of France and of the United States of North America with that in their own countries, where no person is refused permission to practise on the sole ground of his being an alien.

And no British subject could complain of hardship here if the rule be relaxed, and on the other hand there is a great hardship at present upon all persons, whether British subjects or not, and whether in or out of the colony, who have litigation to attend to, for they must personally attend to every step, important or unimportant, there being no person whom the judge or the registrar can attend to or recognize as the attorney of any litigant.

I have, therefore, to submit a Draft Order of Court as a temporary measure to regulate the enrolment of aliens as attorneys of the Court, which I have prepared and sent into your Excellency's office.

I have, &c.
(Signed) MATTHEW B. BEGBIE.

No. 42.

No. 42.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 68.) Victoria, Vancouver's Island, January 8, 1859.
(Received February 28, 1859.)
(Answered, No. 48, April 11, 1859, p. 82.)

SIR,

1. INTELLIGENCE arrived here last night from Mr. Justice Whannell, of Fort Yale, reporting that he had met with serious opposition in the discharge of his official duties, from a party of gamblers and refugees from justice, who have collected about Hill's Bar and Fort Yale.

The particulars of the outrage are detailed in Mr. Justice Whannell's letter, written under great excitement, yet correctly portraying the men we have to deal with.

2. They are reckless desperadoes, requiring the strong arm to curb them. Hitherto they have been very guarded in their conduct, and the present difficulty would not have occurred but for the attempt made to suppress gambling at Fort Yale, in consequence of the atrocious murder which Justice Whannell mentions in his letter as having been lately committed in one of those unhallowed resorts.

3. Mr. Hicks, who is weak rather than corrupt, was removed from office some time ago; and Justice Perrier, who appears to have acted in the arrest of his brother magis-

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trate either under the influence of fear or fraud, will also be struck off the list of officers.

4. No time will be lost in dealing with this case. Lieutenant-Governor Moody, who left this place some days ago on a visit to Fort Langley, will, as he states in a letter which I have this hour received from him, at once proceed with a force of 25 Engineers, under Captain Grant's command, to Fort Yale, accompanied by Judge Begbie.

This admirable promptitude on the part of Colonel Moody will be attended with the happiest effects, and I shall immediately despatch a force of 50 Marines and a body of Police, under Mr. Brew's command, to reinfore Colonel Moody's party.

5. The case will be thoroughly investigated, and the decision of the Law Courts will be carried out to the letter.

6. Justice Whannell was not properly supported by the Fort Yale Police, who fell away at the first appearance of danger, a fact showing that we cannot rely on a force raised from the mining population. I therefore would strongly urge that 150 instead of 60 men, as recommended in my Despatch, No. 56, of the 27th of December, of the Irish Constabulary Force, fully armed and equipped, should be shipped without delay for British Columbia.

Four numbers of the "Victoria Gazette" are forwarded herewith for your information. I write in haste to save the mail.

I have, &c.
(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Sir E. B. Lytton, Bart.
&c. &c. &c.

No. 43.

No. 43.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 76.) Victoria, Vancouver's Island, January 15, 1859.
(Received March 15, 1859.)
(Answered No. 63, May 11, 1859, p. 87.)

SIR,

I BEG you will allow me to solicit your earnest attention to a subject which is of the highest importance to the progress and prosperity of the Colonies of Vancouver's Island and British Columbia.

2. I allude to the necessity which exists for the early construction of lighthouses upon some of the salient points of the approaches to the harbours and anchorages of these Colonies.

3. At the present moment, however, I will only mention two positions which are of the first importance, and which the experience of every succeeding day renders more and more evident should be properly lighted at the earliest possible period.

4. The first of these is the Race rocks, situated in the strait of Fuca, between two and three miles from the mainland of Vancouver's Island, and about twelve miles from the harbour of Esquimalt. These rocks or rocky islets may be viewed as the turning point in the strait for ships bound to Vancouver's Island or to the Gulf of Georgia. They form a most dangerous cluster, and the making them out is not only an object anxiously sought, but it is one of essential help in the determination of position. They are mostly above water, and the largest of them would be found an admirable situation for placing a lighthouse. It has some considerable elevation above high-water mark, and the materials for building can be found in abundance close to the spot. The light at this position should be one of the first order.

5. The next spot upon which I would urge the establishment of a lighthouse is the Fisgard rocks at the entrance of Esquimalt Harbour, a harbour whose growing importance can scarcely be over-estimated. It is capacious and secure. Her Majesty's ships always resort to it; the Admiralty and military buildings are also there; and it is the harbour to which all vessels of large size must come, and consequently it must be the great depôt of the ocean traffic. The entrance being narrow, the background composed of high hills exhibiting no remarkable leading marks, and the coast line adjacent being rugged and full of indentations, the harbour of Esquimalt presents no characteristic features to guide the mariner to its tranquil security. During the day the entrance is difficult enough to find to those possessing no previous knowledge of the locality, but at night the difficulties of distinguishing it are so great that the attempt to enter the harbour is never made except by those whose long acquaintance with the coast has rendered them intimately familiar with every peculiarity. The establishment of a light upon Fisgard

rocks would at once unmistakeably point out the position of the harbour, and would render access to it or exit from it safe and easy at all times.

6. The navigation of the strait of Fuca, and of the inland waters leading from it, is attended with no small amount of danger without the valuable assistance of lights. The Government of the United States have already acted very promptly and liberally in lighting their portion of the strait. They have placed a light of the first order upon Tatooch Island at the entrance of the strait, and vessels from seaward are now enabled to continue their course up the strait at all times. This light has a range of 20 miles, and if a light of the first order were placed on the Race rocks as I now submit, and a light of an inferior order upon the Fisgard rocks, a vessel running up Fuca Strait would scarcely lose sight of the Tatooch light before she would discern the Race light, after rounding which she would perceive the Fisgard light, and thus be enabled to proceed into Esquimalt Harbour without a check, and by such means valuable time would be saved and considerable risk avoided.

7. The United States Government have also placed lights upon two other points in the strait of Fuca,—Dungeness, near the entrance to Puget Sound, and upon Smith's Island, near to the southern termination of the Rosario Strait. The light at Tatooch Island is undoubtedly of equal advantage to the British possessions in this quarter of the globe as to those of the United States; the other lights are also useful, and I therefore conceive that we are in honour bound to reciprocate the benefit.

8. I am not aware of any funds that may be appropriated for these objects, nor do I know to what department of State I should properly apply for assistance; the infant state of the two colonies precludes the possibility of their being able to help themselves, and the matter being one which it is manifest must materially affect their future development, I trust you will pardon me in bringing it before you, and in earnestly soliciting your aid towards the accomplishment of the desired object.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 44.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 79.) Victoria, Vancouver's Island, January 21, 1859.

(Received March 15, 1859.)

(Answered, No. 39, March 24, 1859, p. 82.)

Sir,

1. I have lately received intelligence from Mr. Assistant-Commissioner Travaillot, dated, "Lytton," 19th December 1858, by which it appears that the miners in that district had generally suspended work, in consequence of the coldness of the weather for the preceding twenty days.

2. The rapid transitions in the temperature during that time were remarkable. On the 10th December the thermometer fell to zero, Fahrenheit; a change occurred on the evening of the 13th, when the mercury rose to 48°, and up to the 19th it was ranging from 46° to 52°, and not over half an inch of snow had fallen at "Lytton" or in the neighbouring district south of Frazer's River previously to the 19th December.

3. Frazer's River was set fast with ice at several points, but not continuously, at and near "Lytton," and pack horses had crossed in safety with their loads from side to side upon the ice; but that appears to have been rather a consequence of the quantity of drift ice from the upper part of the river accumulating at those points, than from the degree of cold about "Lytton," the climate of which is pleasant and temperate, the weather being generally clear and dry in so remarkable degree, that from the 24th of August last there had not been, in all, more than 12 hours rain or snow up to the date of Mr. Travaillot's letter (19th December).

4. The few miners remaining in the upper country were well supplied with food by the Harrison's River Road; and since my last report no difficulties whatever had occurred, either with the white or Indian population.

5. Reports continue to arrive respecting the rich deposits of gold in and about Bridgen River; a lump of pure gold, weighing one and a half ounce, was lately found in the deposits of that stream, and the gold generally is coarse and lumpy, not requiring quicksilver for its separation from the soil.

6. It is believed that men are able to make there from five to six dollars a day with the cradle, and that they will clear much larger sums by means of sluices; there will therefore no doubt be a great rush of people to that part of the country in the spring.

BRITISH COLUMBIA.

7. I have lately received a sample of gold found at "Stonia," a point on Frazer's River, five miles beyond the Hudson's Bay Company's establishment of Alexandria, about 400 miles distant from the seacoast; and it is further supposed, on very probable grounds, that the whole course of the river to its sources in the Rocky Mountains contains deposits of gold. This idea, applied to the tributaries of Frazer's River as well as to the main stream, opens a dazzling prospect to the miner of the most extensive gold region in the world, and will soon fill the country with people when it is made accessible by a system of passable roads.

8. I herewith do myself the honour of forwarding that specimen of gold, together with specimens procured from Bridge River, Thompson's River, Harrison's River, and other parts of the country which have been partially explored.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

No. 45.

No. 45.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 80.) Victoria, Vancouver's Island, January 22, 1859.
(Received March 15, 1859.)

SIR, (Answered, No. 36, March 22, 1859, p. 82.)

1. THE mail steamer having just arrived, and being about to leave again almost immediately for San Francisco, I hasten to communicate for your information that letters arrived last night from Lieutenant-Governor Moody, dated Fort Yale, 17th of January, reporting that the difficulties at Fort Yale, 17th, Hill's Bar, were for the present quelled.

2. The Lieutenant-Governor has, nevertheless, ordered the detachment of Marines and Seamen from the "Satellite" and "Plumper" which I informed you had been forwarded by the latter vessel to Fort Langley, to proceed onwards to Fort Hope, whither they have gone in the steamer "Enterprise," to the number of 100 Seamen and Marines, besides the company of Royal Engineers, which accompanied Colonel Moody.

3. The force is, therefore, capable of overwhelming any factious opposition that may be offered to the enforcement of the laws.

4. The state of feeling among the miners generally is of the best description, and their numbers are now so much reduced, that the danger of any insurrectionary movement on their part is not imminent.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

Jan. 11, 13, 15, 17, 20, 22. P.S.—I forward herewith numbers of the "Victoria Gazette," of the dates as per margin.

No. 46.

No. 46.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 90.) Victoria, Vancouver's Island, February 4, 1859.
(Received March 29, 1859.)

SIR, (Answered, No. 63, May 11, 1859, p. 87.)

* Page 87. WITH reference to my Despatch of the 15th ultimo, No. 76,* upon the subject of the erection of lighthouses upon two very important positions off the coast of Vancouver's Island, I have now the honour to submit to you herewith a very complete and valuable report upon the subject, which has kindly been made to me, in accordance with my request, by Captain Richards, of Her Majesty's ship "Plumper," together with tracings of the line of coast, exhibiting the exact positions upon which the lights should be placed.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c. (Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 46.

Enclosure in No. 46.

COPY of a Letter from Captain GEORGE HENRY RICHARDS, dated H.M. Surveying Ship "Plumper," Langley, Fraser's River, January 21, 1859, to Governor DOUGLAS.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of the 17th instant, requesting my opinion as to the necessity which exists for erecting lighthouses on the Race Islands and on Fisgard Rocks, at the entrance of Esquimalt Harbour, as also the exact spots on which these lighthouses should be placed.

In my report to you dated in October last, I had the honour to submit these two spots as the most suitable for the purpose, and considering now the rapidly increasing commerce which is flowing into the ports of Vancouver's Island and British Columbia, it appears to me extremely desirable for the safety of navigation that the work should be undertaken with as little delay as possible.

The United States Government have placed an excellent light on Cape Flattery (or Classet), the south entrance point of Fuca Strait, which enables vessels to make and enter the strait at night without difficulty.

The Race Islands are a dangerous cluster of rocks, lying one mile off the S.E. end of Vancouver island, and are 50 miles eastward of Cape Flattery light; in their neighbourhood are strong tides, and frequently heavy dangerous races; all vessels bound to the southern ports of Vancouver's Island or to British Columbia must round these rocks.

In the Strait of Fuca the tides are very irregular, being much influenced by winds in the offing; if a vessel bound for Esquimalt or Victoria overrun her distance, after losing sight of Cape Flattery light, the flood tide, after passing Race Rocks, would set her far eastward of her port, and among the archipelago, which would involve risk and delay; if the ebb should be running and a ship should not know the exact position of the rocks, she would be extremely likely to be driven on to them; after passing the rocks and bound to Esquimalt, the course changes immediately from east to north, the harbour being distant from them about 9 miles. It is obviously important, therefore, that a vessel should know the exact position of them, to enable her at the proper moment to steer for the harbour.

Independent of the trading merchant ships there are even greater interests at stake; to the mail steamer time is of vital importance, to the emigrant ship coming from Australia and other parts of the world, probably unprovided with charts of this coast, and freighted perhaps with hundreds of human beings, an error in position would probably be attended with fatal consequences.

As regards the second site, viz., Fisgard Rocks, which form the western entrace of Esquimalt Harbour, a light here would be seen immediately on rounding the Race Rocks, and a vessel would steer with confidence for the harbour, the entrance to which, though clear, is narrow, and very difficult to make out at night, the points being obscured by the high land rising behind.

The best proof of the necessity of a harbour light here is the fact of many experienced masters of mail steamers and merchant vessels, to whom time is a great object, having been obliged to anchor outside in Royal Roads at night, although they had frequently entered the harbour by day, and it has happened that vessels which would otherwise have called at Esquimalt have passed to the United States ports because they could not enter after dark.

With reference to the exact spots on which to place the lighthouses, I beg to enclose a tracing of the Race Islands, on which the spot is marked, and would observe that should it be desirable to construct the building of stone, there is abundance to be procured on the island, with little labour, that the site is an excellent one in all respects, and that communication could be kept up with the main land, distant one mile, probably five days out of seven, and more frequently during the summer season.

The United States light on New Dungeness spit, 18 miles from Race Islands and on the opposite side of the Strait de Fuca, is fixed, white, and of the 3rd order of Fresnel, that on Smith or Blunt Island, almost due east, and 29 miles from the Race Islands, is fixed, varied by flashes of 30 seconds' duration, and of the 4th order.

I would recommend that the light on the Race Rocks should be a fixed white light of the 2nd order, and that the lanthorn should be at least 80 feet above the sea level, the height of the rock being 25 feet.

On the tracing* of the entrance to Esquimalt harbour, Fisgard Rocks are shown, this should be a light of the 5th order, shaded, red and white, the arc of the horizon, which should be shaded red, as a guide to clear the Scrogg's Rocks, is shown on the tracing.

* See these tracings at p. 14.

I also enclose a tracing* of the coast on a smaller scale from westward of the Race Rocks to Discovery Island, a glance at which will, I think, prove the necessity of the lights, and the eligibility of the sites.

I have, &c.
(Signed) Geo. Henry Richards,
Captain.

No. 47.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 92.) Victoria, Vancouver's Island, February 4, 1859.

Sir, (Received March 29, 1859.)

1. I have the honour of transmitting herewith for your information a report from the Lieutenant-Governor, dated the 28th of January 1859, recommending as a site for the seat of Government in British Columbia a position about 10 miles below the new town of Langley, on the *north* bank of Fraser's River.

2. The Lieutenant-Governor has entered fully into the consideration of the military features of the position, which he considers to be of rare strength and value, and also that apart from those advantages, the actual spot itself is well adapted for a city of magnitude, in consequence of there being deep water close along an extended line of shore for the anchorage of sea-going vessels of any burden, an abundant supply of water for household purposes, and good drainage.

BRITISH COLUMBIA

3. The views which the Lieutenant-Governor has so ably developed generally coincide with my own impressions on the subject, and I am satisfied of the soundness of his conclusions; I have therefore authorized the immediate survey and subdivision of the site recommended in his report into building lots of the ordinary dimensions for sale, and the work will be commenced with all convenient dispatch.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 47.

Enclosure in No. 47.

COPY of a Letter from his Honour Lieutenant-Governor MOODY, dated H.M.S. "Plumper," off Vancouver's Island, January 28, 1859.

SIR,

AFTER a very careful study of the question, I have now the honour to submit to your consideration that the site which appears to be best adapted for the capital of British Columbia is about 10 miles below the new town of Langley, and on the north bank of the Frazer.

I am under the impression it is the same or nearly the same site to which you did me the honour to direct my attention as the proper position for the port of entry.

It is the first high ground on the north side after entering the river, and is about 20 miles above the Sand Heads.

There is abundance of room and convenience for every description of requisite in a seaport and the capital of a great country. There are great facilities for communication by water, as well as by future great trunk railways into the interior.

There is good land for garden ground, if one may judge by the forest and rich meadow lands surround it. It is raised above the periodical floods, and yet the low lands (which will be most coveted as commercial sites, docks, quays, &c.) are close adjoining and easily made available.

From the advantageous circumstances of the locality, it is easily rendered unapproachable to an enemy.

As a military position it is rare to find one so singularly strong by nature, in connexion with its adaptation as the capital of a country.

Immediately in front is the broad navigable river; on the opposite bank is a line of rising ground covering the whole front. This rising ground falls towards the frontier, and all along that base is swampy land, easily inundated.

Upon this rising ground could be placed a great intrenched camp, with a series of open earthen works entirely protecting the city at a distance, ensuring perfect safety from any injury whatever to the city itself.

On the right flank of the position the city would be protected by two deep channels, in addition to the river itself, and also by widely-extended marshes, which, when dyked (as they will be by the farmers), could be easily inundated.

The left flank is protected, at a distance of four miles, by the Fraser, and also by the deep broad river Pitt; but in addition to these two serious obstacles to an enemy is a commanding hill, having the Pitt River close in front; on this hill could be placed a strong work or works, entirely covering the left flank.

At the rear of the position, and distant five miles, is Burrard's Inlet, any access to which would be rendered most hazardous, by placing a work on the island which extends across it. There is also on that side a range of high ground, from east to west, on which could be placed earthen works and intrenched camp, preventing any advance.

The short military defences of the least costly description, and defended by militia forces, could be quickly formed (and from time to time increased to any extent), when a necessity arose for them, and which would render the site almost unassailable. Considering how near the embouchere of the great valley of the Fraser is to the frontier, from ten to fifteen miles, these considerations are of incalculable weight.

It is also to be considered that precisely as the occupation of this part of the Fraser is occupied in force by us (as it would necessarily be, if a capital in a strong position be placed there), so could we the better hold possession of the whole country, and compel an enemy's front to retire.

This practically, in time of war, would be to cause the frontier to recede further south, and enable us with comparative ease to take the offensive. I would further submit that, in any war with our neighbours, our best, I may say our only chance of success in this country (owing to the geographical distribution of its component parts, and the physical formation of the whole,) would be an immediate offensive advance. I am so strongly impressed with these views as to venture (but, believe me, with the utmost deference) to press on your consideration that, should it be determined not to occupy this site in the manner suggested, concentrating there, as early as possible, a condensation of political, military, and commercial interests, growing and increasing in force in all time to come, it would seriously peril, if not lose, to Great Britain the possession of the mainland.

These views, I apprehend, coincide generally with your own, but it is possible they may not have struck you so forcibly as they may now that I have sketched out the military value of the site.

In reference to the adaptation of the actual spot itself for a city of magnitude, I might add to what I have already stated in general terms, that there is deep water close along an extended line of shore: sea-going vessels of any burden can moor close to the bank, plenty of water for supply of household purposes, and good drainage. I would wish that the upper level had not been quite so high, as hereafter it may cause some expense in improving the gradients of a few of the streets.

The main streets for business, however, and all that may be occupied for some time to come, will be satisfactory. I might also add that any leading railway communications from the interior would pass down on the north side of the river. Politically and commercially this would be necessary.

This report would not be complete unless I added that the site of Langley is open to the gravest objections as to the site of a capital, or even a town of importance. It is sufficient to say it is on the frontier side of the river, and no amount of expenditure and skill could effectually rectify the strong military objection to its position. BRITISH COLUMBIA.

I have, &c.
(Signed) R. C. MOODY,
Colonel commanding and Lieut.-Governor.

No. 48. No. 48.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 93.) Victoria, Vancouver's Island, February 5, 1859.
(Received March 29, 1859.)
(Answered No. 61, May 5, 1859, page 86.)

SIR,

WITH reference to my Despatch, No. 92,* of the 4th instant, upon the subject of the site chosen for the seat of government of British Columbia, I have the honour to state to you that deeply appreciating the kind and gratifying interest which Her most Gracious Majesty has been pleased to manifest towards the development and prosperity of the Colony of British Columbia, we are earnestly desirous that Her Majesty should vouchsafe one further proof of Her continued regard by signifying Her will as to the name to be given to the future capital. * Page 59.

2. Her own royal name having already been bestowed upon the seat of government of Vancouver's Island cannot also be assigned to that of British Columbia, but until Her Majesty's commands can be communicated, it has been determined, for the necessary sake of convenience, to distinguish the town by the name of "Queensborough;" and it would be received and esteemed as an especial mark of royal favour were Her Majesty to name the capital of British Columbia, either, indirectly, after Her royal self, or, directly, after His Royal Highness the Prince Consort, His Royal Highness the Prince of Wales, or some member of the Royal Family, so that the colonists of British Columbia, separated from friends and kindred in this their far distant home, may be ever gratefully reminded in the designation of their capital of the power that protects their hearths, of the watchful interest that guards their liberties, and of the gentle sway by which they are governed.

I have, &c.
The Right. Hon. Sir E. B. Lytton, Bart. (Signed) JAMES DOUGLAS,
&c. &c. &c. Governor.

No. 49. No. 49.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 95.) Victoria, Vancouver's Island, February 7, 1859.
(Received March 29, 1859.)
(Answered, No. 50, April 12, 1859, p. 85.)

SIR,

THERE remains nothing of much importance to communicate by the present mail respecting the state of British Columbia, as I have already mentioned to you the return of the Lieutenant-Governor to this place, and the result of the expedition to Fort Yale.

2. I have not yet received a return of the expenditure incurred for the conveyance of the troops and the transport of the stores for the use of the expeditionary force employed on that occasion; but I understand that the outlay has been considerable, caused in a great measure by the high rates paid to the river steam-boats for passengers and transport, a species of imposition to which the Government will inevitably be exposed on all occasions whenever troops or stores are moved, as may be often necessary, from place to place in the Colony, until such service can be performed without the intervention of steam-boat owners.

3. To limit and fix by enactment the rates chargeable on stores and passages for public account on Fraser's River would be an impolitic and perhaps oppressive interference with private rights. I have therefore to propose another measure, which will be equally effective in protecting the public interests, while it will probably also be less repugnant to public feeling, and more compatible with the true dignity of Her Majesty's Government.

BRITISH COLUMBIA.

4. That measure would be either to purchase or build in this country a strong powerful river steamer for the public service of British Columbia.

5. The first cost of a boat adapted in all respects for that service would not exceed the sum of 10,000*l.* sterling. Her current expenses for maintenance would be inconsiderable, as beyond a very small regular crew, to keep her in perfect order, she might be manned on occasions of emergency from any of Her Majesty's ships in port.

6. A boat of that class, well manned and armed with two serviceable guns, would perform all the public transport, protect the revenue, and command every mining bar in Frazer's River below Fort Yale, and to Port Douglas on the Harrison's River. She would thus become an invaluable instrument, if necessary, for reducing the refractory to obedience, and restoring the authority of the law.

7. The importance of having means at our disposal for the rapid conveyance of troops on Frazer's River has been long apparent, and I was restrained from providing such means only by the fear of being plunged into financial difficulties.

8. I am of opinion that our attention should be immediately directed to that object, and providing the measure meets with the approval of my Executive Council, we shall probably undertake without delay the construction of a vessel for the navigation of Frazer's River such as I have described, trusting to defray the cost of her construction out of the revenues of British Columbia, and should they prove insufficient to meet that and other public expenditures, that Her Majesty's Government will in such case protect any bills we may be compelled to draw on the Lords Commissioners of the Treasury, in order to cover any temporary deficit so caused.

* Page 36.

9. Before closing this subject, I beg further to observe that the river steam-boat herein referred to is not intended to supersede the demand made in my Despatch, No. 37,* of the 27th November last for two gun-boats of light draught, which are intended more especially for coast service, and are probably from their build and small steam power not adapted for river work.

10. Advices have been received from Fort Yale up to the 26th of January.

11. Mr. Commissioner Brew reports that he had succeeded in collecting the miners' licence tax on Hill's Bar, amounting to 292½ dollars, and that 150 dollars for a licensed house was to be paid a few days afterwards, and the collection of the miners' licence was to be further continued on the other mining bars.

12. Mr. Brew suggests a reduction of the mining tax to a quarterly payment of 25*s.* by every miner, instead of the present monthly tax of 21*s.* on each claim holder, and other modifications of the mining regulations, which will have due consideration.

13. It also appears that the trading licences at Fort Yale, with two exceptions, had all been paid for the previous month.

14. Mr. Brew also reports that the migration of miners to the interior country beyond Fort Yale had commenced on an extensive scale, several crowded boats from below having passed on the 25th, and on the previous day a great number of men had started from Fort Yale by land and in boats for the Fountain, for Bridge River, and for the Canoe country. Mr. Brew is of opinion that 5,000 miners will soon be collected in those districts and, recommends the appointment of an assistant gold commissioner to be stationed at the Fountain.

15. Mr. Brew's report contains nothing further of importance.

16. The numbers of the "Victoria Gazette," as per margin, are forwarded for your information.

I have, &c.

The Rt. Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 50.

No. 50.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 96.) Victoria, Vancouver's Island, Feb. 9, 1859.

(Received March 29, 1859.)

SIR, (Answered, No. 51, April 12, 1859, page 85.)

Enclosure.

I BEG to submit to you herewith the copy of a paper I have received from the Chief Commissioner of Lands and Works in British Columbia, containing some notes made by him upon various subjects connected with his department, and the employment of the detachment of Royal Engineers to carry out the duties of that department.

2. I forward this document to you as I deem it may be of interest, and it will serve to convey to you the exact position in which we are placed with regard to the surveying

and other important operations which it is so desirable should be prosecuted with the utmost vigour to expedite the development of the country, so that the advantages which must result therefrom may be reaped at the earliest period practicable.

3. I would desire to request your attention to the following points, which are brought to my notice by Colonel Moody.

4. He states that the surveying party of his detachment, drawn from the Ordnance Survey Department in England, and specially spared for the service, though few in number, would, with the addition of a first-rate draughtsman, be very complete, and would be valuable for laying out towns, and in surveying lines of communication throughout the country, determining trigonometrical points for the general survey, and more particularly for checking the accuracy of civil surveyors whom it will be necessary to employ to lay out the rural allotments, for the survey party are too few in number to execute this last description of work, and indeed their peculiar training for more scientific and careful work would be thrown away were they employed on such duty. The remainder of the detachment are principally artificers, and will be found a most useful body of men in executing the public works of the Colony, although from the necessarily numerous pressing requirements of a new Colony in this particular, this body is too small to meet all demands, and much must consequently be done by contract in civil labour.

5. Colonel Moody represents the necessity which exists for the services of a clerk of the works, and submits that Sir John Burgoyne should be solicited to select and to send out such a person. I beg to add my own approval of this proposition, and I trust you may see fit to adopt it.

6. Colonel Moody also requests that he may be furnished with the services of a gentleman to act as an accountant and to take charge of the correspondence of the department. To prevent confusion, and to check and regulate expenditure by a lucid and well kept up system of accounts, are matters of the highest importance to the department in particular and to the Colony in general. I have, therefore, acceded to Colonel Moody's request, and have nominated Mr. John Miles for the office in question. Mr. Miles is the gentleman referred to in your Despatch of the 25th October 1858, No. 33, upon the subject of the grant of a certain gold quartz vein in British Columbia; he is well fitted by previous training for an appointment of the nature described, and he is on the spot desirous of obtaining Government employment.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

Enclosure in No. 50.

Enclosure in No. 50.

NOTES on the DEPARTMENTS of LANDS and WORKS, by Colonel MOODY, Lieutenant-Governor.

January 31, 1859.

THE detachment of royal engineers sent to British Columbia by the War Department, at the request of the Secretary of State for the Colonies, is composed of officers and men of different qualifications and experiences, capable of undertaking the varied services needed in the formation of a colony. Among them are a few men forming a survey party; some adapted for field work; some for the office, as draughtsmen in a rough way, plotters, and computers; others as observers, and for registering meteorological observations. If I had a first-rate draughtsman it would be a complete little party. This small party will be chiefly valuable in laying out all the towns, surveying lines of communication throughout the country, determining trigonometrical points for the general survey, and more particularly for checking the accuracy of civil suveyors, working by contract, in laying out the rural allotments.

The survey party of royal engineers are too few in number to execute the surveys for the allotments of lands (except towns), and their peculiar training for more scientific and careful work, under the guidance of officers, would be thrown away.

These men were drawn from the Ordnance Survey Department in England, and no more could be spared; the remainder of the detachment know nothing of surveying, and are composed of various useful trades, carpenters, masons, bricklayers, smiths, &c. The proportions of these trade qualifications in the party were carefully made in England, so that the whole would form a useful body in executing public works in the Colony, from buildings of any class (wood, stone, brick, or iron, large or small, rough or temporary, or architectural and finished) to quays, jetties, roads, bridges, culverts, wells, channels for water supplies, &c. &c. I believe that as artificers they will be found not only excellent workmen, turning out nothing slovenly or that cannot be depended upon, but considerably the most economical, especially at the rates of labour in the Colony. This latter point will always be a grave consideration.

The wants of the Colony in public works are, however, so numerous, and all pressing, that the detachment is too few in number to meet the requirements. A very great deal will necessarily have to be done by contract in civil labour; the services to be executed in the one and in the other mode will have to depend upon circumstances as they arise; for instance, in localities offering high premiums to

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desertion, as would be the case in mining districts, or great laxity of discipline, it would be objectionable to employ the soldiers, and wherever employed, it should be as far as practicable in bodies under the immediate control of an officer.

In addition to the above, it will be necessary to employ a clerk of works and possibly two foremen. The clerk to be a person of intelligence and of tried integrity, such as could be and would be selected for us by the Inspector-General of Fortifications from among the clerks of works in England, as he did for the Australian Colonies at Melbourne. Such a man would be especially valuable in superintending contract work in the mining districts and in advising me on the qualities of materials. He would always be a useful man in the Colony hereafter, if its prosperity offered a sufficient inducement to him to remain when the royal engineers were withdrawn.

Of the officers of the detachment, the senior one, Captain Grant, was particularly selected, among other excellent points, for his qualifications in superintending works of construction. The second, Captain Parsons, was selected for his high qualifications in surveying, from the most scientific branches (astronomical observations and geodesic operations) to the ordinary works in detail. The third, Captain Luard, to take charge more particularly of the military details (to which could be attached militia hereafter), in fact, somewhat as a brigade major under my general orders. Of the two subalterns, Lieutenants Lempriere and Palmer, one will be attached to Captain Grant and the other to Captain Parsons.

To complete the department, there should be attached to it a gentleman well qualified in accounts and framing letters from minutes; for this duty I hope it may be still in your power to nominate Mr. Miles.

The above are general principles, into the details of which I propose entering on a subsequent paper.

(Signed) R. C. MOODY.

No. 51.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 104.) Victoria, Vancouver's Island, February 19, 1859.

(Received April 11, 1859.)

SIR, (Answered, No. 62, May 7, 1859, p. 86.)

Enclosure.

I HAVE the honour of forwarding herewith for your information copy of a Proclamation, issued on the 14th day of this present month, declaring the price and manner under which land in British Columbia are to be offered for sale.

2. The Proclamation sets forth the constitutional rights of the Crown to all the lands in British Columbia, and to the mines and minerals therein.

3. Lands are to be offered for sale in the following classes, viz., town lands, general country lands, and lands for special settlement. All known mineral lands, and lands reputed to contain minerals, will for the present be reserved.

4. It is also our intention to make large reserves for roads, the erection of places of worship, schools, and public purposes, and also for towns and villages, in such a manner, however, as not seriously to interfere with or retard the progressive improvement and settlement of the country.

5. As a general rule no land is to be offered for sale without having been first surveyed and mapped off under Government authority.

6. Town lands are to be sold by public auction at an upset price to be hereafter fixed, according to the value of the site.

7. Country lands are also to be sold by public auction, at the upset price of ten shillings an acre; the purchase money to be paid one-half at the time of sale, and the remainder at the end of two years.

8. We considered it advisable for many reasons to fix the upset sale price of country lands in British Columbia at a comparatively low standard. In the first place, we think it a matter of the greatest importance to encourage emigration from England, in order to supply the want now so much felt of an English element in the population, a want which, in fact, lies at the root of all the difficulties which now so much embarrass all attempts at legislation for the country. We are, therefore, especially desirous of placing before the English public the attraction of cheap land; at the same time we feel assured that the interests of Government will not suffer through that cause, as from the manner of sale and the effect of competition the land, if worth more, will fetch its value.

9. We also feared that by adopting a higher price for land, the sturdy yeomen expected this year from Canada, Australia, and other British Colonies might be driven in hundreds across the frontier to seek for homes in the United States territories, where it is the custom to make free grants of land.

10. Coupled with the attractions of a low upset price to actual settlers, we think the system will guard the land operations of the Colony, as much as in the nature of things is practicable, from the designs of speculators who make purchases of land not for actual settlement but merely for profitable resale.

11. The land for special settlement is that bordering the frontier of the United States, and on this we propose to make a military reserve on behalf of the royal engineers, and if possible also otherwise to settle it with a population composed exclusively of English subjects.

12. The Chief Commissioner of Lands and Works is, in Article 5, empowered to sell by private contract at the upset price any land remaining unsold, after having been exposed at auction to public competition.

13. The Proclamation further declares the intention of Government to lay out and settle the site of the capital or seaport town of British Columbia, and the conditions of sale for town land there, and also that all persons who have paid for town lots at Langley will be allowed, upon the surrender of such lots, to have their money transferred, either as a whole or part payment for lots in the new town, the object being to meet the wishes of the people, and to concentrate the commercial interests of the Colony in the capital.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

Enclosure in No. 51.

PROCLAMATION

By his Excellency JAMES DOUGLAS, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief of British Columbia.

WHEREAS it is expedient to publish for general information the method to be pursued with respect to the alienation and possession of agricultural lands and of lands proposed for the sites of towns in British Columbia, and with reference also to the places for levying shipping and customs duties, and for establishing a capital and port of entry in the said Colony:

Now, therefore, I, James Douglas, Governor of the said Colony, do proclaim and declare as follows, viz.:—

1. All the lands in British Columbia, and all the mines and minerals therein belong to the Crown in fee.

2. The price of lands not being intended for the sites of towns, and not being reputed to be mineral lands, shall be ten shillings per acre, payable one-half in cash at the time of the sale, and the other half at the end of two years from such sale. Provided that under special circumstances some other price or some other terms of payment may from time to time be specially announced for particular localities.

3. It shall also be competent to the Executive at any time to reserve such portions of the unoccupied Crown lands, and for such purposes, as the Executive shall deem advisable.

4. Except as aforesaid, all the land in British Columbia will be exposed in lots for sale, by public competition, at the upset price above mentioned, as soon as the same shall have been surveyed and made ready for sale. Due notice will be given of all such sales. Notice at the same time will be given of the upset price and terms of payment when they vary from those above stated, and also of the rights reserved (if any) for public convenience.

5. All lands which shall remain unsold at any such auction may be sold by private contract at the upset price, and on the terms and conditions herein mentioned, on application to the Chief Commissioner of Lands and Works.

6. Unless otherwise specially notified at the time of sale, all such sales of Crown land shall be subject to such public rights of way as may at any time after such sale, and to such private rights of way, and of leading or using water for animals, and for mining and engineering purposes, as may at the time of such sale be specified by the Chief Commissioners of Lands and Works.

7. Unless otherwise specially announced at the time of sale, the conveyance of the land shall include all trees and all mines and minerals within and under the same, except mines of gold and silver.

8. When any "Ditch Privilege" shall be granted, there shall be included (unless excluded by express words) the right to lop, dress, or fell any trees standing on unoccupied Crown lands, which in the opinion of the proprietors of the ditch might, by their accidental fall or otherwise, endanger the safety of the ditch or any part thereof.

GOLD CLAIMS.

9. Until further notice, gold claims and mines shall continue to be worked subject to the existing regulations.

CAPITAL OF BRITISH COLUMBIA.

10. It is intended with all dispatch to lay out and settle the site of a city, to be the capital of British Columbia, on the right or north bank of Fraser River.

11. Plans of the city are intended to be prepared and published in the month of March next, three-fourths of the whole number of lots (excluding the public reserves) will be submitted in lots to public competition, by auction, in the month of April. One-fourth of the whole number of lots, excluding the public reserves, will be reserved in blocks for purchasers in the United Kingdom, Her

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Majesty's Colonies in North America and elsewhere—all of such last-mentioned lots which may not be disposed of in the United Kingdom, or Her Majesty's Colonies, other than British Columbia, will be submitted to public competition in this Colony, of which due notice will be given.

12. As the Government is desirous of concentrating the commercial interests of the Colony in and around the capital, the purchasers of town lots in the said proposed capital who may be owners of town lots in Langley, under the late sale on the 25th November last, on which the whole amount of purchase money has been paid to the Government, will, if so disposed, be allowed to surrender the lots in Langley so purchased, and to have the price so paid to the Government allowed them as payment in full for a lot or lots purchased by them in the said proposed capital of an equal or less price in the aggregate, and as payment in part for lots in the said proposed capital of a greater price in the aggregate. Every such surrender must be executed and delivered in writing, addressed to the Chief Commissioner of Lands and Works in British Columbia, at Victoria, Vancouver's Island, one week at least previous to the day appointed for the intended sale.

13. The proposed capital will be declared to be a port of entry so soon as the necessary arrangements shall have been provided, which will be done with all convenient dispatch. Custom-house officers will then be stationed there, and vessels will be able to proceed direct to Fraser River without touching at Victoria, or may clear at Victoria, at their option.

14. The whole of the river frontage will be laid out in a continuous road, the edge of which it is contemplated ultimately to convert into a public quay. No quay will, however, be at present constructed at the public expense, nor will the absolute property of the soil along the edge of the water be now alienated by the Crown. But the right to make and maintain quays of convenient sizes, and to demand certain tolls and rates for the use thereof, will be granted to private individuals for the space of seven years; such rights will be disposed of at public auction, at or immediately after the sale of town lots, to the bidder of the highest annual rent. No restrictions will be placed on the lessee as to the form or nature of the quays, except such as shall be necessary to protect the public safety and convenience.

Issued under the Public Seal of the Colony of British Columbia, at Victoria, Vancouver's Island, this Fourteenth day of February One thousand eight hundred and fifty-nine, in the Twenty-second year of Her Majesty's reign, by me,

JAMES DOUGLAS. (L.S.)

By his Excellency's command,
WILLIAM A. G. YOUNG,
Acting Colonial Secretary.

GOD SAVE THE QUEEN.

No. 52.

No. 52.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 111.) Victoria, Vancouver's Island, March 10, 1859.

SIR, (Received May 2, 1859.)

* Page 61.

MY report, No. 95,* of the 7th ultimo on the state of British Columbia contains advices from Fort Yale to the end of January; the intelligence since that date is satisfactory in all respects, except the weather, which has been severely cold and trying to the miner, whose operations have been in consequence nearly altogether suspended for the last two months.

Mr. Commissioner Brew has, owing to the same cause, also been unable to collect the mining licence fees for that time, a circumstance which, for obvious reasons, I much regret.

2. It appears from late reports that the miners on "Hill's" and "Emery's" Bars have abandoned the beach workings, and transferred their labours to the banks or elevated table land reaching from the river to the mountains. Those banks are of great extent, varying from a few hundred yards to two miles in breadth; and should they prove, as expected, more remunerative than the river beds, they will offer a wide field for mining enterprize.

3. Water for washing the auriferous soil is at present the chief want; it must be brought from the mountains by means of artificial canals, and in consequence of the encouragement given on the part of Government, many persons are now engaged at their own private expense in the construction of such works.

4. Those enterprizes will materially aid in the development of the gold fields and other industrial resources of British Columbia. The miners, to their praise be it said, are full of ardour, grasping eagerly at every opening for the profitable employment of their labour or capital, and require no urging beyond the protection and regulating care of Government.

5. Those elevated table lands were, until lately, covered with deep snow, and therefore inaccessible to mining operations, but will soon, I trust, become the cheerful scene of successful and wide-spread industry.

6. I may here state as a valuable fact, corroborating what has been before stated in my Despatches concerning the general productiveness of the gold fields in British Columbia, that a company of eight men holding a gold claim on Hill's Bar, worked by a sluice, took out the enormous return of 110 ounces of gold in one week; and this, I am informed, is not an isolated case of successful mining, many other claims having proved equally productive; but I particularize this instance in consequence of there being no doubt as to the fact. BRITISH COLUMBIA.

7. I will add to the preceding another corroborative fact in support of the same conclusion, supplied by the following statement received yesterday from Mr. Latham, their agent, of the quantity of gold dust shipped to San Francisco and received on special deposit by the house of Wells, Fargo, and Co. of this place, from June last to the present time:—

Shipped to San Francisco	-	525,000 dollars value of, in gold dust.
Received on special deposit	-	97,000 „ „ „
Dollars	-	622,000

which, valued at the current price of gold, 15½ dollars an ounce, gives 40,029 ounces nearly as the quantity of gold dust that has passed through their hands for the period mentioned. This statement, compared with the quantities given in my Despatch No. 40*, of the 30th November last, as the export of Messrs. Wells, Fargo, and Co. up to that date, shows an export of gold by that house since that statement was prepared, to the extent of 23,436 ounces of gold. * Page 39.

8. The most favourable reports continue to arrive from Bridge River and from the bank diggings of Fraser's River, between Lytton and the Fountain. Many private companies are engaged in bringing in water from the mountains for sluicing the elevated table land in that district, and though the mining season has not, properly speaking, yet commenced, the miners appear to have unbounded confidence in the resources of the country, and are gradually moving towards the upper district. The weather being now fine, and the country accessible, the tide of immigration will soon be setting towards Fraser's River.

9. The report of a Mr. Lindhart, a person residing at Fort Douglas, speaks favourably of the banks of Harrison's River, situated between the lake of that name and Lailooet Lake, as a productive gold field.

10. He states that a company of French miners are sluice-washing when the weather permits on the Harrison River, ten miles beyond Port Douglas, and are making from 28*s.* to 40*s.* a day to the man.

One mile further up and on the opposite side of the river, three miners, hand-washing with cradles, are making from 10*s.* to 20*s.* a day.

11. The same Mr. Lindhart also states, as a generally received opinion of the miners about Port Douglas, that there is an extensive gold field on the 35-mile table land which separates the Lailooet from Anderson's Lake, and in proof thereof he has forwarded several specimens of the gold procured at those places respectively.

12. Mr. Commissioner Brew further reports, that the country is in a state of perfect tranquillity, that gold is being brought down Fraser's River in "large quantities," and that the gold brought down is "coarse grain and scale gold," which may be collected at any temperature.

13. It also appears from Mr. Brew's communication, that it is difficult in very cold weather to collect the fine or dust gold by amalgamation, as the quicksilver will not take up the gold when below a certain temperature.

14. Mr. Brew further confirms the general belief in the rich auriferous deposits of British Columbia and of the river bars above "Lytton," which, he remarks, are said to be "rich beyond anything that was ever known."

15. It does not, however, appear from Mr. Brew's report, that he has made any further collection of revenue, a subject on which I therefore cannot give you the information I would desire.

16. I may nevertheless remark, that we have hitherto paid all the expenses of Government out of colonial funds, and we shall endeavour by the careful and frugal application of the Public Revenue to indispensable objects only, to tax the Imperial Treasury to as small an extent as in the circumstances of the Colony may be possible.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS,
Governor.

BRITISH COLUMBIA.

No. 53.

No. 53.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 114.) Victoria, Vancouver's Island, March 14, 1859.

SIR, (Received May 10, 1859.)

* Page 76. I HAVE the honour to acknowledge the receipt of your Despatch, No. 62,* of the 30th December last, containing many valuable observations on the policy to be observed towards the Indian tribes of British Columbia, and moreover your instructions, directing me to inform you if I think it would be feasible to settle those tribes permanently in villages; suggesting in reference to that measure, that with such settlement, civilization would at once begin; that law and religion would become naturally introduced among them, and contribute to their security against the aggressions of immigrants; that through indirect taxation, on the additional articles they would purchase, they would contribute to the Colonial Revenue, and with their own consent, some light and simple form of taxation might be imposed, the proceeds of which would be expended strictly and solely on their own wants and improvement.

2. I have much pleasure in adding, with unhesitating confidence, that I conceive the proposed plan to be at once feasible, and also the only plan which promises to result in the moral elevation of the native Indian races, in rescuing them from degradation, and protecting them from oppression and rapid decay.

It will, at the same time, have the effect of saving the Colony from the numberless evils which naturally follow in the train of every course of national injustice, and from having the native Indian tribes arrayed in vindictive warfare against the white settlements.

3. As friends and allies the native races are capable of rendering the most valuable assistance to the Colony, while their enmity would entail on the settlers a greater amount of wretchedness and physical suffering, and more seriously retard the growth and material development of the Colony, than any other calamity to which, in the ordinary course of events, it would be exposed.

4. In my Despatch, No. 4, of the 9th of February last, on the affairs of Vancouver's Island, transmitting my correspondence with the House of Assembly up to that date, there is a message made to the House on the 5th of February 1859, respecting the course I proposed to adopt in the disposal and management of the land reserved for the benefit of the Indian population at this place, the plan proposed being briefly thus:—that the Indians should be established on that reserve, and the remaining unoccupied land should be let out on leases at an annual rent to the highest bidder, and that the whole proceeds arising from such leases should be applied to the exclusive benefit of the Indians.

5. The advantages of that arrangement are obvious. An amount of capital would thereby be created, equal perhaps to the sum required for effecting the settlement of the Indians; and any surplus funds remaining over that outlay, it is proposed to devote to the formation and support of schools, and of a clergyman to superintend their moral and religious training.

6. I feel much confidence in the operation of this simple and practical scheme, and provided we succeed in devising means of rendering the Indian as comfortable and independent in regard to physical wants in his improved condition, as he was when a wandering denizen of the forest, there can be little doubt of the ultimate success of the experiment.

7. The support of the Indians will thus, wherever land is valuable, be a matter of easy accomplishment, and in districts where the white population is small, and the land unproductive, the Indians may be left almost wholly to their own resources, and, as a joint means of earning their livelihood, to pursue unmolested their favorite calling of fishermen and hunters.

8. Anticipatory reserves of land for the benefit and support of the Indian races will be made for that purpose in all the districts of British Columbia inhabited by native tribes. Those reserves should in all cases include their cultivated fields and village sites, for which from habit and association they invariably conceive a strong attachment, and prize more, for that reason, than for the extent or value of the land.

9. In forming settlements of natives, I should propose, both from a princple of justice to the State and out of regard to the well-being of the Indians themselves, to make such settlements entirely self-supporting, trusting for the means of doing so, to the voluntary contributions in labour or money of the natives themselves; and secondly, to the proceeds of the sale or lease of a part of the land reserved, which might be so disposed of, and applied towards the liquidation of the preliminary expenses of the settlement.

10. The plan followed by the Government of the United States, in making Indian settlements, appears in many respects objectionable; they are supported at an enormous expense by Congress, which for the fiscal year ending June 30, 1856, granted the sum of 358,000 dollars for the support and maintenance of the Indians of California alone, and for the four years ending with the 30th June 1858, the total expenditure for that object came to the large sum of 1,104,000 dollars, and notwithstanding the heavy outlay, the Indians in those settlements are rapidly degenerating; neither would I recommend the system pursued by the founders of the Spanish missions in California.

Their objects, though to a certain extent mercenary, were mainly of a benevolent kind; the Indians were educated and trained in the Roman Catholic faith; they were well fed and clothed, and they were taught to labour; but being kept in a state of pupilage, and not allowed to acquire property of their own, nor taught to think and act for themselves, the feeling and pride of independence were effectually destroyed; and not having been trained to habits of self-government and self-reliance, they were found, when freed from control, altogether incapable of contributing to their own support, and really were more helpless and degraded than the untutored savages.

11. With such beacons to guide our steps, and profiting by the lessons of experience so acquired, we may perhaps succeed in escaping the manifest evils of both systems; the great expense and the debasing influences of the American system, by making the Indians independent and the settlements self-supporting; and to avoid the rock on which were wrecked the hopes of the Spanish missions, I think it would be advisable studiously to cultivate the pride of independence, so ennobling in its effects, and which the savage largely possesses from nature and early training.

12. I would, for example, propose that every family should have a distinct portion of the reserved land assigned for their use, and to be cultivated by their own labour, giving them however, for the present, no power to sell or otherwise alienate the land; that they should be taught to regard that land as their inheritance; that the desire should be encouraged and fostered in their minds of adding to their possessions, and devoting their earnings to the purchase of property apart from the reserve, which would be left entirely at their own disposal and control; that they should in all respects be treated as rational beings, capable of acting and thinking for themselves; and lastly, that they should be placed under proper moral and religious training, and left, under the protection of the laws, to provide for their own maintenance and support.

13. Having touched thus briefly on the prominent features of the system, respecting which you requested my opinion, and trusting that my remarks may convey to you the information you desired, and may not be deemed irrelevant.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c

(Signed) JAMES DOUGLAS,
Governor.

No. 54.

Copy of DESPATCH from Governor Douglas to the Right Hon. Sir E. B. Lytton, Bart.

(No. 116.) Victoria, Vancouver's Island, March 18, 1859.

Sir, (Received May 10, 1859.)

I have had the honour of receiving your Despatch No. 60,* of the 30th December last, acknowledging receipt of certain of my Despatches, and favouring me with a few observations thereon.

* Page 74.

2. The highly gratifying manner in which you are pleased to express to me your own approval of my course of action, and in which you assure me of the sense entertained by Her Majesty's Government of my humble endeavours faithfully to discharge the trust reposed in me, is most acceptable and pleasing.

3. My subsequent Despatches will have put you in possession of the information which you express your anxiety to receive upon the subject of the resources of the Colony, and the probable Revenue to be derived during the present year.

4. I feel much indebted to you for your remarks in regard to the duty imposed upon imported articles, and in respect to the amount of the duty itself. In all financial matters I have borne the axiom in mind, that a true policy of all nations is to be found in unrestricted industry, and that a system of high duties will lead to fraudulent invoices, to smuggling, and to other attempts to defraud the Revenue. I conceived that those evils

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would be inseparable from an extravagant rate of duty, and that smuggling especially would be created if the duties exceeded the risk and expense of illicit intercourse; but in adopting a duty of 10 per cent. ad valorem, I believed I was not departing from these principles, for I did not consider that such an amount would bear too heavily upon industry, nor that it would furnish sufficient inducements for smuggling, except, perhaps, in the single article of spirits, which might be surreptitiously introduced by the overland route from the American frontier. However, under the Proclamation of the 3rd of December last (copy transmitted in my Despatch of the 4th December, No. 12†), there is a considerable modification of the duties upon imports, many articles being free and others at a low specific rate, so that the general ad valorem duty is dispensed with, and I am led to believe, that upon the average a very large reduction is made upon the 10 per cent. rate.

Page 41.

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

No. 55.

No. 55.

COPY of DESPATCH from Governor DOUGLAS to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 123.)

Victoria, Vancouver's Island, March 25, 1859.

(Received May 10, 1859.)

(Answered, No. 64, May 14, 1859, p. 91.)

SIR,

Enclosure.

THE mail steamer being hourly expected, I have the honour to communicate for your information the occurrences worthy of note that have taken place since the date of my last general report contained in my Despatch of the 10th instant, No. 111.*

* Page 68.

2. Great excitement has been recently produced in Victoria by the exhibition of a nugget of pure gold weighing 14¼ ounces, procured by the agents of the Hudson's Bay Company from the Indians of Queen Charlotte's Island.

3. There is a generally prevalent impression, founded on the discovery of gold in that island in the year 1851, that it will yet become a productive gold field.

4. The gold collected at that period, with the exception of some water-borne pieces of small size and a lump weighing 27 ounces found on the beach at the mouth of a fresh-water rivulet, was procured by blasting from a vein of white quartz running parallel with the coast, some of the masses of which were so largely impregnated with gold as to yield a return of 25 per cent. on the gross weight. The operation of blasting was continued until all traces of gold disappeared, and the miners, discouraged by the inclemency of the weather, the numbers and dangerous character of the Indians, and the difficulty of exploring a thickly wooded and extremely rugged country, did not prosecute the search further, though I am of opinion that had they done so they would have met with a successful issue.

5. I fancy that gold will be found in many other parts of the coast of British Columbia. Mr. M'Neil, the officer in charge of the Hudson's Bay Company's establishment at Fort Simpson, latitude 54° 25′ N., in a letter just received from him, makes the following observation:—"You mention that some adventurers will visit this quarter (Fort Simpson) "in search of gold, and in my opinion they will find it, as it has been found even in this "harbour."

6. I have for some time past had in the Government employ a respectable Scotchman, named Downie, one of the most successful miners in California, and known all over that state as Major Downie, the founder of the town of Downieville. He accompanied Mr. M'Kay last summer in his overland journey from Harrison's River to Howe's Sound. He has since explored Jarvis' Inlet, where he spent the greater part of the winter, and lately made an excursion with Indians into Desolation Sound, which he has in part closely examined with reference to its mineral character. He thinks favourably of the country, and proposes crossing the mountains from the head of Jarvis' Inlet into the valley of Fraser's River as soon as the snow disappears from the mountain passes. I herewith transmit his report upon the subject of his explorations, together with an accompanying sketch of the coast, which may probably afford some points of interest. Mr. Downie has no fixed salary, but I undertook to furnish him with provisions and other means of travelling, provided he reported on the state of the country for the information of Government. He is not therefore expensive to the Colony, and may possibly, from his practical knowledge of mining and enterprizing turn of mind, make some valuable discovery, and will at least contribute much information respecting the mineral character of the country.

Enclosure.

7. The intelligence from Bridge River and the Upper Fraser continues to be of the most favourable character. There is now much activity at this place in shipping goods for Fraser's River, and the revenue derived from the Customs' duty begins to be felt. The collection for the last 30 days amounts to about 1,300*l.*, and it is gradually increasing.

8. The last accounts from Fort Yale report a great depth of snow and much cold weather in the mining districts, in consequence of which there has been no collection of revenue for miners' licences.

9. Colonel Moody is now employed in laying out the site of Queensborough, but the weather is exceedingly unfavourable for such operations, and I fear that consequently there will be no land for sale for some time to come; and, unfortunately, the commencement of the survey of the new town has entirely put a stop to any further sale of land at Langley. A large building has been erected there for the accommodation of the Royal Engineers, now daily expected in the "Thames City."

10. I forward Victoria Gazettes of the dates as per margin.

12 March 1859.
15 „ „
17 „ „
19 „ „
22 „ „
24 „ „
26 „ „

I have, &c.

The Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) JAMES DOUGLAS, Governor.

Enclosure in No. 55.

Enclosure in No. 55.

Victoria, Vancouver's Island, March 19, 1859.

Sir,

I have the honour to inform your Excellency of my return to Victoria, after a sojourn of sixteen weeks in British Columbia.

I beg to make a statement, that I have been for the last month in Desolation Sound. The snow and rain set in so as to make it impossible to start over the mountains, from the head of Jarvis' Inlet to the Upper Fraser River, for some time.

So I thought it would be as well to go and see what the Klahous country looked like, as I had heard a great deal about it.

We started from the head of Jarvis' Inlet on the 22nd of February, for Desolation Sound, in a small canoe, with four Indians, pick-pan, shovel, and rocker; came down the west entrance of Jarvis' Inlet, which is much better than the eastern. From Scotch Fir Point up the coast it is shallow, and rocks and reefs running out a good distance from the shore.

It was most refreshing to come down on the gulf, where the land had all the appearance of spring, and after being so long up the inlet. No snow on any of the islands along the coast, except Tarada. Savary Island has all the appearance of a farm under cultivation, from the abundance of grass on it; large patches of farming land make it look very enticing, but the water is scarce for farming purposes; but excellent pastures for stock all the year round. The mainland opposite this island changes in appearance with regard to the rock formation: quartz and slate along the shore up to Sarah Point. I kept cracking the rocks as we went along, but have found no gold yet.

We arrived safe into Desolation Sound: it does certainly look somewhat desolate in a snow storm; but will be better when the weather is fine. It will not do to condemn it on account of its name. I am well pleased with the prospect of this section.

This is the first time I have seen pure veins of sulphuret of iron: it looks very much like silver. At all events, it is a good indication of a rich gold-bearing quartz north of this.

The first I saw of it was a small square piece in the possession of an Indian. I offered him some tobacco for it, but he would not part with it—even if I gave him its weight in gold: so I concluded not to care about it for a higher price, as there must be more of it not far off. I came across a number of seams of the same kind: it lays in the quartz, the same as gold; and there is no doubt but further north there is plenty of gold in the same rock. I may strike it yet on the sea-board at the head of some of these inlets; at all events, it is worth a trial. I have no idea that the gold is confined to Fraser River alone. If it can only be found from the sea-board, or on the rivers at the head of some of these inlets, the country will soon be prospected,

Bute Inlet (Homalthco), that runs so much further north than this inlet, has a large river emptying into it from the north-west. This river looks most favourable for gold, and I should much like to have prospected it; but the Indians would not go, as they were afraid of the Euclitus tribe; but the principal reason was, that the canoe was small, and we were not altogether prepared to give it a fair trial. It was snowing most of the time, and rather discouraging for them, and not very pleasant for somebody else. So that, upon the whole, I thought it was best not to go to Bute Inlet at that time, but wait until the weather was more settled.

Camped near the Klahous Indian village; they all paid me a visit, as a matter of course. I gave them all a small piece of tobacco. They seemed well pleased; but they must have a look at our mining tools, and canoe, and blankets, and general appearance. When they had satisfied themselves on these points, they told my Indians I was not a Tyee (this was the unkindest cut of all). My Indians told them I was a Tyee;* but it was no use. They said a Tyee would have a large canoe, and plenty of blankets; whereas there was nothing of the kind visible, only picks, pans, and old rocker, and what was the use of that among Indians.

Appearances were against me, and it was no use to ask for time to explain,—as the custom is nowadays: when I brought to mind that such was the ways of the world, and erring man, I did not feel disposed to find fault with the poor Klahous Indians for finding fault and judging from outward appearance. Upon the whole, I got along with them very well; in fact, better, I think, than if there had

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* Meaning a chief, a person of consequence.

British Columbia.

been more white men with me. We got a few potatoes from them; so there must be something else besides rocks in Desolation Sound.

We went up to the head of the inlet, where the "Deserted Village" is on the map: no Indians there now. It looks as much like a deserted village to-day as it did when it was named by Vancouver. About two miles above this the river comes in from the north-east. The sand washing out of the river has formed a large flat at the head of the inlet, in some places dry at low water. We had some difficulty in getting the canoe into the river, which is also shallow, being filled up with sand from the continual wash from the mountains.

We went up the river about five miles. The Indians tell me it will take five days to go to the head of it. Judging from the way a canoe goes up such rivers, the distance must be about sixty miles. This would be a long distance above the Quamish, and would not be far from the Lillooet. The Indians have gone this route to the head of Bridge River (Hoystier): it may be, that this will be the best route yet to try. It is very evident there is a pass in the coast range here; that will make it preferable to Jarvis' Inlet or Howe's Sound. If a route can be got through, it will lead direct to Bridge River. Nothing can be done for a few weeks, as it is now raining and snowing, and it would not be advisable to try it.

I have seen more black sand here in half a day than I did in California in nine years; it looks clear and bright as if it came from quartz: there must be something back of this. I am better satisfied now than ever I was, although I have never doubted the richness of this country.

It will not be long before the gold deposits of British Columbia astonish the world.

Seeing that it was out of the question to proceed further, we put back,—got a parting salute from the grissleys on the side of the mountains as we were leaving. The Indians awakened them up by firing at seals, so they gave us a parting growl. We came down along shore, breaking and trying the rocks, but did not discover any gold. Lots of sulphuret of iron.

The land on each side of the river is low, and will be overflowed in many places in spring; but, for all that, if a trail can be found through, it will not be difficult to make a road along the banks of the river.

In coming down, we came through the island named "Redonda." This is a fine psssege, and shortens the distance about ten miles in going to Klahous Inlet, so that there are actually two islands instead of one, as it is in the chart.

The distance from Klahous Inlet to Homathco Inlet (Bute Inlet on the chart) is about thirty miles; but I could not get the Indians to go now in the small canoe, but they will go with me anywhere; and I prefer prospecting alone with Indians to having white men with me.

The Indians tell me the colour of the water in the large river that comes in at the head of Homathco from the north-west, is the same as Fraser River; and when I get up there I will be in or near the range of Queen Charlotte Island, and that is where I must get gold.

We had a hard passage to Nanaimo, but arrived all right. Paid off the Indians, and heard from Captain Stewart that he had forwarded supplies to Jarvis' Inlet, by order of your Excellency, so that I am all ready for a start again to Desolation Sound, if I had a small boat with a deck on it to make me a little more comfortable: besides, the wages of Indians soon amount to the price of a decked boat.

I have, &c.

His Excellency J. Douglas, Esq., C.B.,
Governor, &c.

(Signed) Wm. Downie.

Despatches from the Secretary of State.

No. 1.

BRITISH COLUMBIA.
No. 1.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(Private.)

SIR, Downing Street, December 16, 1858.

I HAVE to acknowledge the receipt of your Private * Despatch of the 4th of October, announcing to me your acceptance of the office of Governor of British Columbia, and your intention, in consequence, to take early measures for withdrawing from the Hudson's Bay Company, and disposing of your Puget Sound stock. * Page 1.

I have on former occasions assured you of the high estimation in which I hold the vigour and ability you have displayed in the incipient stages of a Colony that promises to be so noble an accession to the dominions of our Sovereign, and it gives me peculiar pleasure to find that you are disposed to continue your assistance towards the development of resources which were first brought to light under your administration of Vancouver's Island. You state your belief that the sum of 1,000*l.* a year would be wholly inadequate for the befitting salary of the Governor of a Colony in which the necessaries of life far exceed the standard in England. Since the date of the Despatch in which that sum was named the information that has reached me is, as you are aware, much less vague as to the value of the gold fields than it was when, immediately on my accession to office, I foresaw that we should lose no time in securing law and government to a district hitherto unknown to civilization, and I hastened to offer to yourself the post you have gratified me by accepting.

I should rejoice to see the revenues of the Colony such as would justify a considerable increase to the salary I originally proposed. But until those revenues are actually in operation and their results unequivocally apparent, I should feel it equally impossible to obtain from the British Parliament and unfair to the Colony to apportion to its earliest expenses such a salary for the Governor as you suggest. It is my duty to consult economy, pushed to thrift, until the Colony is provided with the ways and means that justify a more liberal expenditure. Whenever that happens, I think, on every principle of sound policy, that we should secure to its administration the zeal and talents of the ablest public officers; and to stint the salaries of such men would be, in my judgment, to retard the growth of the Colony.

But you have now large expenses to meet, including the services, at least the colonial pay, of the British Engineers.

These last, I trust, the early sales of land will suffice to cover; yet until the statements you promise me as to the next year's revenue arrive, it is clear that I cannot form a judgment of the expenses I ought to sanction.

I shall not at present be enabled to recommend to the Lords Commissioners of the Treasury a higher grant than 1,800*l.* a year for the Governor of British Columbia and Vancouver's Island out of the Parliamentary grant, and I hope that this will be the only item, except by way of advance, in which the House of Commons may be called upon to contribute to the expenditure of the Colony. But I shall certainly not object to a large increase of that salary out of local funds, if your accounts of the local revenue are such as to justify it.

The extent of such augmentation must obviously depend upon the character and the extent of those revenues, considered with reference to other local charges which must be defrayed, and to a reasonable calculation of their productiveness hereafter. More than this I am unable to say at the present moment, but I shall look for the further information which you promise me upon the financial prospects of the Colony, and to any future explanations which you may wish to give on the subject, before I can come to a definite decision.

I have, &c.

Governor Douglas, C.B., &c. &c. &c.

(Signed) E. B. LYTTON.

BRITISH COLUMBIA.

No. 2.

No. 2.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 60.)

SIR, Downing Street, December 30, 1858.

I HAVE to acknowledge your Despatches, No. 39,* of the 9th September, and No. 3,† of the 12th October last, on the state of affairs in British Columbia, the latter containing a detailed report of your observations during a visit to the Fraser's River territory, from which you had then just returned.

* See page 33, Part I.
† See page 3.

I can but repeat (and I do so with great pleasure) the testimony which I have already borne to your energy and promptitude amidst circumstances so extraordinary as those in which you found yourself placed; and to assure you of the sense entertained by Her Majesty's Government of the capacities you have thus signally evinced. The information which your Despatch conveys is likewise of the most valuable kind.

I await with much interest the reports which further acquaintance with the resources of the Colony will enable you to make of the probable Revenue to be derived from it in the course of the following year. I was fully prepared for the accounts which your Despatches convey of the high price of all articles of necessity and convenience, and the dearness of transport; and I recognize (as I have done on another occasion) your equitable right to a considerable advance of salary, as soon as the Revenue, under sagacious management and thoughtful economy, warrants that expenditure on official incomes which would at present be wholly inadmissible. But I have dealt with the subject of the financial position of the Colony in another Despatch of this day's date.

All doubt as to your power to impose a duty on imported articles will now have been removed, since the general words of the recent Act of Parliament and Charter of the Colony have plainly invested you with this as well as other legislative authority. The amount which it may be desirable to impose must be mainly regulated, in the first instance, by your own judgment and experience, though I will own, that at this distance it appears to me, that an ad valorem duty of 10 per cent. is somewhat too high, and may defeat its own object. I desire not, however, in hazarding this opinion, to shackle the judgment of a Governor who has shown himself so able. I cannot conclude without expressing my cordial approval of the manner in which you appear to have carried out the two objects which, at the outset of such a Colony, should be steadfastly borne in view; viz., a liberal and kindly welcome to all honest immigrants, and the unquestionable supremacy of British Sovereignty and law.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) E. B. LYTTON.

No. 3.

No. 3.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 61.)

SIR, Downing Street, December 30, 1858.

Page 8.

I HAVE to acknowledge your Despatch, No. 6,‡ of the 26th October last, reporting on various subjects connected with the progress of events in British Columbia.

There are one or two topics which seem to me to deserve a separate notice.

With respect to Mr. Pearkes' proposal for the administration of the law; it appears to me well adapted for the purpose, from its simple and practical character; but since the date of your Despatch, Mr. Begbie, the newly-appointed Judicial Officer will have arrived, and the scheme will necessarily have been subjected to his revision.

The amount to be expended upon judicial and legal establishments must, however, necessarily depend upon the revenue by which the expenditure is to be met. And in this respect there is likely to be a just correspondence between the degree to which the want may be experienced and the means by which it may be supplied, since the same expanding of the population which necessitates enlarged establishments, legal or judicial, will furnish the revenue proportioned to its requirements.

Both on this head, and with regard to the salaries of civil officers on which you ask my instructions, I cannot too early caution you against entertaining any expectation of the expenses of the Colony under your charge being met at the outset by a considerable Parliamentary grant. It is needless to discuss the possible benefits or evils which such pecuniary assistance might produce, inasmuch as I am fully satisfied that Parliament would regard with great disfavour any proposal of a gift or loan to the extent you suggest, and upon such a principle as that on which you would recommend the application to Parliament being made. But I cannot avoid reminding you, that the results, even if the object could be attained, would, according to all past experience, be of a very questionable character. The lavish pecuniary expenditure of the Mother Country in founding new Colonies has been generally found to discourage economy, by leading the minds of men to rely on foreign aid instead of their own exertions; to interfere with the healthy action by which a new community provides step by step for its own requirements; and to produce at last a general sense of discouragement and dissatisfaction. For a Colony to thrive and develope itself with stedfast and healthful progress, it should from the first be as far as possible self-supporting.

I can assure you that in bringing these general considerations under your notice, I by no means overlook the special circumstances of the case of British Columbia, nor do I at all under-estimate the difficulties, and the anxiety which they must occasion you. But I need not impress on one so accustomed as yourself to the details of public business and the conduct of financial enterprises, that even under more unfavourable prospects than those of a Colony, of which the resources along with the necessities are rapidly augmenting, there is room for exercising the control of a judicious economy, and for adapting your objects to such means of attaining them as you may possess. Nor must you forget that we have contributed from this country the aid which you state to be the most immediately and imperatively required. You will not only have a naval and military force adequate, I trust, to secure respect to order and law, but the military part of that force will at once assist in the construction of roads and bridges, the want of which is so sensibly felt. I look to the Royal Engineers under Colonel Moody, and the able officers at his command, for the opening of the readiest and speediest means of access and communication. In selecting from Her Majesty's forces those commonly known by the name of Sappers and Miners, I bore in mind the necessities of a wild country without barrack accommodation, these being the soldiers who could, with the most ease and rapidity, cover themselves; and I thus enabled you to postpone costly buildings for the accommodation of troops, until you could raise from Colonial resources the means by which such improved accommodation might be provided. The military pay of this force the Home Government may for the present contribute; but with regard to the pay and expenses which belong purely to Colonial services, I shall expect that the proceeds from land sales, which are the appropriate fund for all collateral costs of survey, will suffice to provide for these objects, and I should regard any advance upon that score as a temporary accommodation to be defrayed from the earliest sales.

No doubt it might be more agreeable to the pride of the first founders of a Colony which promises to become so important, if we could at once throw up public buildings, and institute establishments on a scale adapted to the prospective grandeur of the infant settlement. But after all, it is on the character of the inhabitants that we muust rest our hopes for the land we redeem from the wilderness; and it is by self-exertion, and the noble spirit of self-sacrifice which self-exertion engenders, that communities advance through rough beginnings to permanent greatness. Therefore it is not merely for the sake of sparing the Mother Country that I invite your cordial and intelligent co-operation in stimulating the pride of the colonists to submit to some necessary privations in the first instance, and to contribute liberally and voluntarily from their own earnings (which appear to be so considerable), rather than to lean upon the British Parliament for grants, or for loans, which are rarely repaid without discontent, and can never be cancelled without some loss of probity and honour. It is my hope that when the time arrives for representative institutions, the Colony may be committed to that grand experiment unembarrassed by a shilling of debt, and the colonists have proved their fitness for self-government by the spirit of independence which shrinks from extraneous aid, and schools a community to endure the sacrifices by which it guards its own safety and provides for its own wants.

I have said thus much in commendation of the strictest thrift at the onset. But whether this thrift can be with the greatest safety exercised in the construction of public buildings, the creation of establishments, the number and salaries of officers engaged, or otherwise, I cheerfully leave to the discretion of a Governor who has shown himself so provident and sagacious.

BRITISH COLUMBIA.

I cannot conclude without begging you to convey to Major Hawkins, of the Royal Engineers, my acknowledgments of the assistance he so ably rendered you. Your sense of the value of that assistance will be duly reported to the War Office.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) E. B. LYTTON.

No. 4.

No. 4.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 62.)

SIR, Downing Street, December 30, 1858.

WITH reference to my Despatches of this day's date, on the present condition of British Columbia, I wish to add a few observations on the policy to be adopted towards the Indian tribes.

The success that has attended your transactions with these tribes induces me to inquire if you think it might be feasible to settle them permanently in villages; with such settlement civilization at once begins. Law and Religion would become naturally introduced amongst the red men, and contribute to their own security against the aggressions of immigrants, and while by indirect taxation on the additional articles they would purchase they would contribute to the Colonial Revenue, some light and simple form of direct taxation, the proceeds of which would be expended strictly and solely on their own wants and improvements, might obtain their consent.

Sir George Grey has thus at the Cape been recently enabled to locate the Kaffirs in villages, and from that measure, if succeeding Governors carry out, with judgment and good fortune, the designs originating in the thoughtful policy of that vigorous and accomplished Governor, I trust that the posterity of those long barbarous populations may date their entrance into the pale of civilized life.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) E. B. LYTTON.

No. 5.

No. 5.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 6.)

SIR, Downing Street, January 20, 1859.

* Page 2. † Page 8.

I HAVE to acknowledge the receipt of your Despatches, No. 1,* of the 12th, and No. 5,† of the 23rd of October last; the first enclosing two Proclamations and a notice which you had issued, prohibiting the introduction of spirituous liquors among the natives, and cautioning purchasers against fraudulent sales of Crown lands by unauthorized persons; and I have to convey to you my approval of the notice and Proclamations in question. With respect to the form of grant enclosed in your second Despatch, I have to observe that it runs in the name of the Governor and not in the name of the Queen, as is usual in all grants made in virtue of powers delegated by Her Majesty, and that the condition at the end of it, that the lands shall be subject to all laws and sanitary regulations now in force is superfluous, and therefore, perhaps, calculated to raise a doubt on that point rather than to settle it.

Enclosure.

I therefore transmit a form of grant for your adoption which appears to me sufficient for all purposes. You will observe that all reservations of timber, minerals, &c. are omitted in conformity with the policy which has been established in other Colonies of late years, but this omission will not entitle a grantee to appropriate gold or silver which may be found on his grant, although it will entitle him to the baser metals and coal.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) E. B. LYTTON.

Enclosure in No. 5.

FORM of GRANT for Crown Lands in British Columbia and Vancouver's Island.

Enclosure in No. 5.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the Colonies and Dependencies thereof in Europe, Asia, Africa, America, and Australasia, Queen, Defender of the Faith, and so forth: To all to whom these Presents shall come, greeting.

KNOW ye that We do by these Presents, for Us, Our heirs and successors, in consideration of the sum of to Us paid, give and grant unto [grantee, describing him], his heirs and assigns, all that parcel or lot of land situate [describe land] and numbered on the official plan or survey of the said township; to have and to hold the said parcel or lot of land, and all and singular the premises hereby granted, with their appurtenances, unto the said [grantee], his heirs and assigns, for ever.

Provided nevertheless, that it shall at all times be lawful for Us, Our heirs and successors, or for any person or persons acting in that behalf, by Our or Their authority, to resume without compensation any part of the said lands which it may be deemed necessary to resume for making roads, canals, bridges, towing-paths, or other works of public utility or convenience; so, nevertheless, that the lands so to be resumed shall not exceed one-twentieth part of the whole of the lands aforesaid, and that no such resumption shall be made of any lands upon which any buildings may have been erected, or which may be in use as gardens, or otherwise, for the more convenient occupation of any such buildings.

In witness, &c.

No. 6.

No. 6.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 7.)

SIR, Downing Street, January 22, 1859.

I HAVE received and perused with much interest your Despatch, No. 30,* of the 9th of November last, containing the latest accounts from the gold mines in British Columbia, and reporting the progress made in the construction of roads.

* Page 27.

In conveying to you my cordial approval of the construction of the route by Harrison's River to a point of Fraser's River, at an expenditure of 10,000*l.*, you will bear in mind that I look to the payment of all expenses connected with it out of local and not from Imperial funds.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 7.

No. 7.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 13.)

SIR, Downing Street, February 2, 1859.

I HAVE to acknowledge your Despatch, No. 26,† of the 8th of November last, reporting the arrival on the 29th of last October of Captain Parsons, with the detachment of Royal Engineers under his command. I have also received from that officer a letter, dated the 9th of November, to the same effect.

† Page 25.

You will inform Captain Parsons that, in accordance with the established "Colonial "Regulations," public functionaries, who have any representations of a public or private nature to make to H. M. Government, should properly address them to the Governor of the Colony, whose duty it is to receive and act upon such representation as the public advantage may seem to him to require. Captain Parsons will therefore be so good as to attend to this rule in future, the departure from which is apt to produce inconvenience; and you will also make the rule as widely known as possible, so that there may not be any ignorance of it in either British Columbia or Vancouver's Island. Of course, any officer or private person has a right to address the Secretary of State direct on any subject which he thinks it necessary to bring under his notice; but in that case he must send his petition or representation under cover to the Governor, who will transmit it with such report as he may deem it to require. Unless sent in this way through the Governor it cannot be attended to.

BRITISH COLUMBIA.

I find that you are in possession of several copies of the book of Colonial Regulations, which were sent to you in your capacity of Governor of Vancouver's Island; you will therefore be readily able to fulfil the preceding instruction.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 8.

No. 8.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 14.)

SIR, Downing Street, February 4, 1859.

* Page 35. I HAVE to acknowledge the receipt of your Despatch, No. 35,* of the 27th November, and to convey to you my approval of the measures you adopted in sending the detachment of Royal Engineers, under Captain Grant, without delay to Fort Langley.

I also approve the other proceedings reported in your Despatch.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 9.

No. 9.

COPY of DESPATCH from Sir E. B. LYTTON to Governor DOUGLAS.

(No. 16.)

SIR, Downing Street, February 7, 1859.

† Page 17. I HAVE had under my consideration your Despatch, No. 7,† of the 27th of October, on the disposal of public land in Vancouver's Island and in British Columbia.

The lowest price of country lands in Vancouver's Island would appear to have been 1*l.* per acre, and I think that the same may with propriety be adopted in Fraser's River and the other mining districts, for which you have suggested the adoption of this price. I shall not object to your naming, if you see good practical reasons for that course, either in order to increase the attractions to new settlers, or on account of the rates charged for land in the adjacent territory of the United States, a lower upset price than 1*l.* for ordinary country lands in other districts; but I think that any such price should be general, so as not to have a great variety of rates, and I would also point out to you that great caution should be exercised in introducing such distinctions, lest by creating artificial inducements, they should interfere with the course of settlement which would be dictated by the natural advantages of the country.

One principal question raised in the report which you have furnished is whether to adopt the plan of sale by auction or that of sale at a fixed price. The advantage of sale by auction is that it forms the best available precaution against parting with the land at an inadequate price, and that it conclusively prevents both the occurrence and even the suspicion or imputation of any favouritism or irregularity in the disposal of the public property: The objections to auction are, that it may discourage enterprise by exposing the discoverer of eligible lands to be outbid at their sale, and that, unless well regulated, it may involve a delay in affording purchasers an opportunity to obtain the lots they desire. Looking, however, to the inestimable advantage of perfect confidence in the purity of the land administration, my own opinion is that sale by auction is the best system, and that most of the objections to it might be obviated by the adoption of a rule which is very common in other Colonies, namely, that ordinary country lots, after once they have been exposed to sale and not purchased, may be bought by a fresh applicant at the upset price as a fixed price. This you will observe will always afford a large quantity of common land ready for appropriation by any settler who is unwilling to wait for a periodical auction.

The reasons for submitting lots to competition are, I need scarcely observe, doubly strong in the case of town or suburban lots.

Another question of importance, and one on which a flood of light has been thrown by experience in other Colonies, is whether payment for the land should be prompt or on the contrary allowed to be made in instalments. I have not a doubt myself, from the wide experience which has been acquired on this subject, that prompt payment is the proper rule. It is the best indication of a purchaser's being really possessed of means to

cultivate his lot, it avoids harassing the Government with the existence of a whole population of small debtors, from whom it is next to impossible to collect their dues, and above all it maintains a sounder state of society by not encouraging the premature conversion into petty and impoverished landowners of those who ought to be labourers.

The size of lots is a matter which I must leave you to determine, with the advice of Colonel Moody, merely stating that I do not myself see any objection to adopting for country lots one-sixth or one-eighth of a square mile, that is to say, 107 or 80 acres. The last mentioned size was adopted with much convenience in creating the flourishing settlement of South Australia. Town lots should of course be much smaller, so as to suit the convenience of purchasers. In most new Colonies formed within the last 20 years, such lots have produced very high prices, seldom falling below a rate which would amount to 100*l.*, and often reaching that of 1,000*l.*, per acre.

The reservation of mineral lands, and the disposal of them on different terms from agricultural lands, are proper. In respect to coal and the baser metals, the best arrangement would probably be to establish liberal regulations for encouraging explorations, and for leasing to the discoverer lands under which minerals may be discovered for a certain period, and at a certain small royalty. In several Colonies the terms for mineral lands are, a lease of 21 years at a royalty of $\frac{1}{15}$th. Whether those terms would be sufficiently favourable in British Columbia, or whether it would be desirable to make them easier by postponing the payment or reducing the amount of the royalty, I leave it to you to decide. I mention them only as showing what has been considered fair to all parties in other of the British Colonies. But it is obvious that the revenues to be derived from such lands is not the most important element of the question, and that it should not be allowed to interfere with whatever may be necessary to stimulate the development of the natural resources of the Colony. In case of more than one application for the same mineral land, the lease should be put up to auction, the biddings being, not on the amount of rent or royalty, but on a premium to be paid down for the lease.

Auriferous lands are distinct from what are usually termed mineral lands, and must be dealt with on different principles. In the case of coal and the baser metals, the possession passes to the owner of the surface soil unless a special reservation is inserted in the Crown grant. In the case of gold and silver, the right remains in the Crown, whether there is any reservation in the grant or not. I do not feel that much assistance can be afforded to you in this matter by any suggestions from home. The question to be decided is not so much, what is the best mode of dealing with auriferous lands and securing a revenue from gold digging, as, what is the most practicable and satisfactory plan, having regard to the means at the Governor's disposal. Upon this point resident authorities alone can form a competent opinion.

I refer you to my former Despatch (of 14th October*) as to my own anticipations of the difficulties to which, sooner or later, the system of licences for digging is exposed, but unquestionably so long as those difficulties do not occur, the system has the advantage of promptitude in the collection of a revenue. I have been glad to observe in your Despatch (of 14th December†) that your experience already bears out the opinion I before conveyed to you, as to the great fiscal resource to be found in a duty on gold exports.

* See page 67 of Part I.

† Page

The time at which a trigonometrical survey may be commenced consistently with any more urgent demands on the surveyors for the practical wants of settlers, is a question which will best be determined by you on the advice of Colonel Moody.

The publication of maps and of other information concerning the lands open for settlement will be very useful, and you will no doubt furnish the Home Government with copies of all such documents.

The establishment of a series of meteorological observations will be much facilitated by the presence in the Colony of a body of educated officers and men, to many of whom probably, such observations are familiar.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON

&c. &c. &c.

No. 10.

No. 10.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 17.)

SIR, Downing Street, February 8, 1859.

I HAVE to acknowledge the receipt of your Despatch, No. 50,* of the 7th of December last, relative to the claims of the Hudson's Bay Company to lands adjoining their trading establishments in British Columbia.

* Page 44.

BRITISH COLUMBIA.

I should also wish, before deciding on these claims, to receive a report through you from the Commissioner of Crown Lands, and I request, therefore, that you will consult with Colonel Moody in the matter.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 11.

No. 11.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 20.)

SIR, Downing Street, February 11, 1859.

I HAVE had under my consideration your Despatch, No. 38,* of the 29th November, containing a report of the sale of town lands at Old Fort Langley, in British Columbia.

* See page 37.

I approve of your proceedings in the matter of the sales, of which the result appears to have been satisfactory.

The measure that you propose respecting aliens is unexceptionable; but I may mention to you that the law on the same subject in Canada is more favourable to aliens, and that I should be quite prepared to assent to the extension of similar provisions to British Columbia, if you should see no objection.

12 Vict. c. 197. 22 Vict. c. 1.

I enclose for your information copies of the Canadian Acts which regulate this matter. By these Acts you will perceive that aliens are capable of holding and disposing of land in the same manner as natural-born subjects of Her Majesty, and after a continual residence of three years are entitled to a certificate of naturalization on taking certain oaths or affirmations of residence and allegiance; and persons so naturalized enjoy and transmit to their heirs all the rights and capacities of natural-born subjects. Aliens, therefore, under these Acts, are not liable to be deprived of their land after the expiration of three years, should they neglect or decline to take out certificates of naturalization.

It has been suggested to me, that supposing the advantages to be in other respects equal, it might have been preferable to place the town on the banks of the river which is furthest from the American frontier. I shall be glad to receive for my information any remarks which it may occur to you to make on this point, although I am quite sensible that the site of the town is a matter on which, from your local observation, you must be the best judge. On such matters you now have the advantage of consulting Colonel Moody, an engineering officer of great skill and experience.

I have, &c.

Governor Douglas, C.B. (Signed) E. B. LYTTON.
&c. &c. &c.

No. 12.

No. 12.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 21.)

SIR, Downing Street, February 11, 1859.

I HAVE had the honour to receive your Despatch of the 27th November last, No. 34,† reporting the Proclamation of the Act of Parliament providing for the Government of British Columbia, and the installation of the public officers. I approve the steps which you have taken for this purpose.

† Page 34.

I have communicated to the Hudson's Bay Company the fact, which you also announce, of the promulgation of the revocation, on the 3rd November last, of the licence to the Company for exclusive trading with the Indians in so far as the same applies to the territories comprised in British Columbia.

I have, &c.

Governor Douglas, C.B., (Signed) E. B. LYTTON.
&c. &c. &c.

No. 13.

No. 13.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 22.)

SIR, Downing Street, February 12, 1859.

I HAVE to acknowledge the receipt of your Despatch of the 14th December, No. 51,‡ reporting upon the affairs of British Columbia down to that date.

‡ Page 45.

It is most satisfactory to Her Majesty's Government to find that tranquillity prevails in the country, and that in your opinion an export duty on gold, together with other sources of revenue, would yield an income of 100,000*l.* per annum. Her Majesty's Government are quite alive to the success which has hitherto attended your efforts to avoid drawing upon them for the expenses of the Colony, and they highly commend your proceedings in that respect. They entertain much confidence in your ability to continue this course of policy, and although it may be necessary that I should apply to Parliament for some advance on the Estimates on account of the pay of the detachment of Royal Engineers, I shall rely on the ultimate repayment of that advance to this country.

I have, &c.

Governor Douglas, C.B., &c. &c. &c.

(Signed) E. B. LYTTON.

No. 14.

No. 14.

Copy of DESPATCH from Sir E. B. Lytton, Bart., to Governor Douglas, C.B.

(No. 28.)

Sir, Downing Street, March 3, 1859.

I have received your Despatch No. 31,* of the 13th November, in which you recommend the appointment of Mr. W. A. G. Young to the provisional office of Colonial Secretary of British Columbia. * Page 33.

Recognizing the importance to you of having the services of an efficient secretary, I have obtained permission from the Foreign Office, and from the Lords Commissioners of the Admiralty, for your employment of Mr. Young in this capacity; and if you can provide him with a salary out of colonial revenues of about 500*l.* per annum, I shall be happy, on that understanding, to submit his name to the Queen for the appointment.

I think that the Colonial Secretary might at the same time perform the duties of auditor or accountant to the public revenue and expenditure.

I have, &c.

Governor Douglas, C.B., &c. &c. &c.

(Signed) E. B. LYTTON.

No. 15.

No. 15.

Copy of DESPATCH from Sir E. B. Lytton, Bart., to Governor Douglas, C.B.

(No. 30.)

Sir, Downing Street, March 10, 1859.

With reference to your Despatch, No. 37,* of the 27th of November, I have to acquaint you that the Lords Commissioners of the Admiralty have, at the recommendation of Rear-Admiral Baynes, given orders for two gun-boats to be fitted for service in British Columbia. * Page 36.

I have, &c.

Governor Douglas, C.B., &c. &c. &c.

(Signed) E. B. LYTTON.

No. 16.

Copy of DESPATCH from the Right Hon. Sir E. B. Lytton, Bart., to Governor Douglas, C.B.

(No. 32.)

Sir, Downing Street, March 15, 1859.

I have received your Despatch of the 6th January, No. 65,* forwarding with Copies of two letters from Judge Begbie, the copy of an Order of Court, regulating the admission of Barristers and Attornies to the Court of British Columbia. * Page 52.

I regret that there should be no duly qualified English Lawyers to practise in the Court, and that it has been therefore necessary to admit foreign Counsel. But as the arrangement which you report is plainly unavoidable and only temporary, I offer no objection to it.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) E. B. LYTTON.

BRITISH COLUMBIA.

No. 17.

No. 17.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 33.)

SIR, Downing Street, March 19, 1859.

* Page 41. I HAVE to acknowledge the receipt of your Despatch, No. 42,* of the 4th December last, transmitting copies of two Proclamations issued by you, the first conferring on yourself and your successors the power to convey Crown lands within the Colony of British Columbia, the second imposing duties on imports into British Columbia.

I have laid these Proclamations before the Queen, and I am commanded to acquaint you that Her Majesty has been pleased to approve them.

I have, &c.

Governor Douglas, C.B., &c. &c. &c. (Signed) E. B. LYTTON.

No. 18.

No. 18.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 36.)

SIR, Downing Street, March 22, 1859.

* Page 58. I HAVE received your Despatch, No. 80,* of the 22nd January last, and have learned with satisfaction that the difficulties at Fort Yale and Hill's Bar have been adjusted.

I approve the course taken by Colonel Moody in proceeding to Fort Hope with a party of Marines and Royal Engineers to maintain order.

I have, &c.

Governor Douglas, C.B., &c. &c. &c. (Signed) E. B. LYTTON.

No. 19.

No. 19.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 39.)

SIR, Downing Street, March 24, 1859.

* Page 57. I HAVE to acknowledge the receipt of your Despatch, No. 79,* of the 21st of January, reporting on the state of the Colony up to that date, and forwarding a sample of gold found at Stonia, on the Fraser river.

I have, &c.

Governor Douglas, C.B., &c. &c. &c. (Signed) E. B. LYTTON.

No. 20.

No. 20.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 48.)

SIR, Downing Street, April 11, 1859.

* Pages 47. 55. IMMEDIATELY after the receipt of your Despatches of the 27th December and the 8th January last, Nos. 56 and 68,* reporting the disturbances that had taken place at Fort Yale and the measures which you so successfully adopted for putting them down, I conferred with the proper authority in Ireland, with the view of ascertaining whether and how your requisition for a detachment of the Irish Constabulary Force could be complied with.

Enclosure 1. I have now the honour to forward to you the copy of a letter from Lord Naas, with an enclosure from the chief inspector of the constabulary, from which you will see that it is impracticable to meet your wishes without first obtaining from you specific answers on the various points of detail which are mentioned in Sir H. J. Brownrigg's letter as defective in your Despatches. In forwarding this communication I must state in perfect frankness that it is totally impossible for Her Majesty's Government to undertake the expense, partially or otherwise, which this proposed police force would entail. I could not reconcile it to my sense of duty, nor indeed would it be consistent with the spirit of my repeated Despatches to you, to appeal to the House of Commons for the establishment of a police force in a Colony where a large revenue may be confidently anticipated, and into which a great population is rapidly flowing. From that population you must derive the means of maintaining the peace of the country. I would remind you that by that pro-

ceeding a habit of self-reliance will be engendered which would be seriously impaired, if when disturbances arise, and they cannot but be expected to occur occasionally in a Colony composed of persons drawn from so many different nations, you have recourse to Imperial assistance. With respect to this particular disturbance, if so it can be called, at Fort Yale, I entertain a strong impression that if, when the police failed in the performance of their duty, volunteers had been called for, there would have been found no deficiency of zeal, or offers of service on their part. Certainly if the inhabitants of British Columbia find it easier and cheaper to employ others to protect them Her Majesty's Government will by no means object, provided the colonists recognize the principle that they must pay for the expense. But I must repeat to you that before any such expenses are incurred it is incumbent on you as Governor of the Colony to redeem the obligations already owing to this country. Her Majesty's Government are pledged in my various Despatches to this,and I am constrained to insist upon the punctual fulfilment of the pledge.

British Columbia.

I enclose the copy of an account, which I have received for the Lords Commissioners of the Treasury, showing some of the primary charges incurred for Colonel Moody's party of Engineers.

Enclosure 2.

I have, &c.

Governor Douglas, C.B.
&c. &c. &c.

(Signed) CARNARVON.
(In the absence of the Secretary of State.)

Enclosure 1 in No. 20.

Enclosure 1 in No. 20.

Sir, Irish Office, London, March 21, 1859.

Referring to your letter of the 8th instant, relative to sending out a party of the Irish Constabulary Force to British Columbia, I beg to transmit, for the information of Secretary Sir Edward Bulwer Lytton, copy of a report which has been received from the Inspector-General of Constabulary upon the above subject; and I am to request that the information required by Sir Henry Brownrigg may be afforded, in order that he may be enabled to furnish a definite reply to your communication.

Sub-Enclosure.

I have, &c.

Herman Merivale, Esq., C.B.,
&c. &c. &c.

(Signed) Naas.

Sub-Enclosure.

Submitted.

Sub-Enclosure.

Referring to the annexed letter, I find it difficult, if not impossible, to afford a satisfactory answer to the question proposed without further information on the following points:—

1. What number of men of each rank, head-constables, constables, and sub-constables would be required?
2. Would the men be required to engage for a particular period of service, for an unlimited period, or upon what other conditions in that respect?
3. Upon what conditions would they be engaged in regard to retiring allowance or pension? And would past service in the Constabulary at home be recognized and allowed for?
4. Would married men, or what proportion of them, be accepted?
5. Any limit as to age?
6. Presuming that the men themselves would have a free passage, would this provision extend to wives or to families in the case of married men, should such be accepted?

In calculating the expense of the proposed detachment, the cost of clothing, arms, and equipments would, of course, have to be taken into account, which, according to the previous contracts, might average, for a head-constable, 9*l.*, and for a constable and sub-constable, 6*l.* 7*s.*; but in the event of an improved quality of clothing being adopted, as at present under consideration, the cost per man would be somewhat greater.

As regards the subject of pay, I am not in a position to form a correct judgment thereon; but the following extract from a private letter which I have received from Mr. Brew, the chief officer of the police in the Colony, may aid in forming an estimate:—

"I think," Mr. Brew says, "a private constable should receive nine shillings per diem. They could "not live here on less."

If the men be liberally paid, I do not doubt that the required number would volunteer; but before making any proposition to them, it would be indispensable that I should be enabled to inform them what they would have to look forward to.

In sending out a detachment of 150 men, I am of opinion they should be officered as follows, viz.:—

2 sub-inspectors.
2 first head-constables.
4 second ditto.
25 constables.
5 acting constables.

March 15, 1859.

(Signed) H. J. Brownrigg.

British Columbia.

Enclosure 2 in No. 20.

Enclosure 2 in No. 20.

STATEMENT of the ADVANCES which have been made to any Persons on account of BRITISH COLUMBIA out of Treasury Chest.

Date of Authority.	Name.	Service.	Amount.	When paid.
1858.			£ s. d.	1858.
August 31 - -	Col. Moody - -	Incidental expenses of Capt. Parsons, R.E., and party of 20 Royal Engineers, proceeding to British Columbia.	500 0 0	September 1.
September 15 -	Cox and Co., on account of Captain Grant, R.E.	Expenses to be incurred in proceeding to British Columbia.	100 0 0	September 27.
„ 16 -	Col. Moody - -	On account of the expense of a party of 12 Royal Engineers who are to proceed to British Columbia, *viâ* Panama, under the charge of Capt. Grant, R.E.	800 0 0	September 16.
„ 20 -	Cox and Co. - -	Advance pay to Royal Engineers proceeding to British Columbia.	800 0 0	September 25.
„ 25 -	Cox and Co., on account of Col. Moody.	Stores authorized to be purchased for the party of Royal Engineers, for service in British Columbia, which were not obtainable from the Tower.	3,000 0 0	October 29.
„ 28 -	Ditto - - -	Advance of 120 days' pay to the staff assistant-surgeon attached to the British Columbian expedition.	82 3 10	—
October 27 -	Ditto - - -	Expenses of stores for the British Columbian expedition.	3,400 0 0	October 29.
November 4 -	Ditto - - -	Passage of Mrs. Moody to British Columbia.	100 0 0	November 15.
„ 6 -	Capt. B. M. Parsons	Passage of Royal Engineers from Panama to San Francisco.	823 2 0	November 13.
„ 10 -	Cox and Co., on account of Col. Moody.	For passage of himself and two servants to British Columbia.	250 0 0	November 15.
„ 18 -	Ditto - - -	For travelling and incidental expenses while superintending the departure of the party of Royal Engineers to British Columbia.	58 5 4	December 4.
„ „	Ditto - - -	For forage purchased on account of British Columbia.	183 3 1	December 4.
December 8 -	Capt. B. M. Parsons	For the service of the Royal Engineers proceeding to Victoria, Vancouver's Island.	40 0 0	December 14.
„ 10 -	Cox and Co., on account of Capt. Grant.	To defray the expense of removing his family to British Columbia.	50 0 0	December 30.
„ 24 -	Capt. Parsons -	For the service of the detachment under his command proceeding to Vancouver's Island.	187 14 0	December 27.
1859.				
January 21 -	Ditto - - -	For the service of the Royal Engineers proceeding to British Columbia.	48 0 3	—
		£	10,422 8 6	
		Add—Advanced to Mr. Brew in Nova Scotia - - - -	100 0 0	
		£	10,522 8 6	

Paymaster-General's Office, Whitehall,
January 22, 1859.

STATEMENT of the ADVANCES which have been made to any Persons on account of BRITISH COLUMBIA out of Civil Contingencies.

Date of Authority.	Name.	Service.	Amount.	When paid.
1858.			£ s. d.	
August 31 -	C. Brew - -	Advance of salary as Chief Inspector of Police in British Columbia, and expenses of the journey.	300 0 0	—
September 8 -	W. B. Begbie -	Passage allowance on appointment as Judge of British Columbia.	150 0 0	—
„ 29 -	J. Cooper - -	Passage allowance as Harbour Master at Esquimalt, Vancouver's Island.	150 0 0	—
November 5 -	P. Smith - -	Letters patent, under Great Seal, erecting the Colony of Columbia into a British colony.	39 17 4	—
December 7 -	S. Scott and Co. -	Expenses of Capt. Gosset's journey to British Columbia.	150 0 0	—
			£ 789 17 4	

No. 21.

No. 21.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 50.)

SIR, Downing Street, April 12, 1859.

I HAVE received your Despatch of the 7th February, No. 95,* reporting generally upon the state of British Columbia to that date. * Page 61.

The only remark I have to offer, beyond that of expressing my satisfaction at the favourable condition of affairs in the Colony, is to guard you against entertaining the impression that Her Majesty's Government can possibly countenance your plan, in itself I do not doubt judicious for local interests, of purchasing or building a steam vessel for the service of the Colonial Government, on account of which you propose to draw on the British Treasury should your own funds fail.

I would observe to you that in all my instructions, from the foundation of the Colony to the present moment, the principle on which I have proceeded, and which the constantly developing mineral wealth of British Columbia has so amply justified, has been that of insisting that the Colony should defray the expense of its own requirements. It would indeed be strange that this country should be called upon to render pecuniary assistance to supply the ever recurring wants of an infant settlement, which has been actually forced into existence through the ample supplies of gold afforded by the country it occupies. The pressing circumstances of the case have undoubtedly compelled Her Majesty's Government to advance funds for fitting out the party of Royal Engineers which was so early despatched to the Colony; but these advances must be repaid, and it should be amongst the earliest of your financial efforts to do so. I can therefore only say that if you have the means of establishing a Colonial vessel, I trust that she will render you valuable service, but that I can hold out no prospect of assisting you in her purchase or construction. I may indeed add that certainly until the obligation above referred to to this country is discharged, the Lords Commissioners of the Treasury would not feel themselves at liberty to accept bills drawn on them for even temporary advances.

I have, &c.

Governor Douglas, C.B. (Signed) CARNARVON.
&c. &c. &c. (In the absence of the Secretary of State.)

No. 22.

No. 22

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 51.)

SIR, Downing Street, April 12, 1859.

I HAVE to acknowledge the receipt of your Despatch, No. 96,† of the 9th of February, transmitting a memorandum by Colonel Moody upon various subjects connected with his department, and the employment of the detachment of Royal Engineers. † Page 62.

BRITISH COLUMBIA.

I have no doubt that the appointments recommended by Colonel Moody would prove valuable additions to the force under his command; but I am unable to sanction any increase in the expenditure of Colonel Moody's department, which might add to the sum which will have to be voted by Parliament as an advance for this service; and unless therefore you can assure me that this additional expense will be defrayed from the revenues of the Colony, I regret that I shall be compelled to withhold my sanction from the proposed appointments.

I have, &c.
(Signed) CARNARVON.
(In the absence of the Secretary of State.)

Governor Douglas, C.B.
&c. &c. &c.

No. 23.

No. 23.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 61.)

SIR, Downing Street, May 5, 1859.

* Page 61. I HAVE laid before the Queen your Despatch, No. 93,* of the 5th of February, expressing the desire that the name of the future capital of British Columbia should be selected by the Queen.

I am commanded to acquaint you that Her Majesty has been graciously pleased to decide that the capital of British Columbia shall be called "New Westminster."

You will therefore designate the city by that name, and will announce by Proclamation Her Majesty's decision to the inhabitants of the Colony.

I have, &c.
(Signed) CARNARVON.
(In the absence of the Secretary of State.)

Governor Douglas, C.B.
&c. &c. &c.

No. 24.

No. 24.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 62.)

SIR, Downing Street, May 7, 1859.

† Page 64. I HAVE had before me your Despatch, No. 104,† of the 19th of February, with a copy of a Proclamation which you had issued for regulating the disposal of the Crown Lands in British Columbia.

‡ Page 78. You will since have learned, from my Despatch, No. 16,‡ of the 7th of February last, the principles which it appeared to me desirable to follow on this subject. I am glad to perceive that the same views have very much prevailed in preparing the rules which you have announced, and I have no objection to their general tenor.

I trust, however, that on the receipt of my former Despatch you may have been led to reconsider the question of deferring payment of one moiety of the purchase money for two years. If ten shillings an acre be a higher price than can be reasonably expected to be paid in cash, on which point I should be quite prepared to defer to such judgment as you may form, I cannot but think that a smaller price with prompt payment would be preferable to incurring the numerous difficulties which invariably surround the attempt to enforce payment by instalments.

Under the present rules, if payment of the second moiety should be resisted, it would be extremely difficult to eject persons who by the very conditions of the case would have been in occupation of their lands for a period of two years. And again, if some of the landowners do pay their obligation, whilst others do not, a grievance arises out of the distinction. For these reasons, and for others adverted to in my previous Despatch, I shall still be glad that you should give this provision your reconsideration as to future sales. The terms of sales already effected cannot of course be altered.

The proposed reservation of one-fourth of the lots in the proposed capital for sale in the United Kingdom and the British Colonies appears to me decidedly objectionable. It can be of no use except to stimulate the acquisition of property by non-residents. This is one of the worst evils to which a new community is liable. The lots are bought by speculators who hold them on a chance of a rise in value, with the effect in the meanwhile of obstructing the progress of the town, interrupting its communications, and creating a nuisance to the holders of adjoining lots. This provision should be rescinded,

and if there be any places either in the United Kingdom or in other Colonies, in which you have already empowered any agents to sell specific lots, you should immediately recall those powers, but recognizing of course any sales effected before the receipt of such revocation. BRITISH COLUMBIA.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) CARNARVON.
(In the absence of the Secretary of State.)

No. 25. No. 25.

COPY of DESPATCH from Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 63.)

SIR, Downing Street, May 11, 1859.

I HAVE received your Despatches, No. 76,* of the 15th of January, and No. 90,* of the 4th of February, on the subject of the erection of lighthouses in Fucas Straits and the approaches to Esquimalt Harbour. * Pages 56 and 58. Seven Enclosures.

I transmit, for your information and guidance, the copies of a correspondence which has passed between the Admiralty, the Board of Trade, the Treasury, and this department on the subject.

You will perceive that the expense of the construction of the two lighthouses suggested by Captain Richards has been estimated by Captain Sulivan, of the Board of Trade, at 7,000*l.*; and in compliance with my recommendation, the Lords Commissioners of the Treasury have consented to advance this sum, on condition that one moiety of it shall be repaid by the Colonies of Vancouver's Island and British Columbia jointly.

The Board of Trade have been requested to send out immediately from this country the necessary apparatus, and to give you any advice or information in their power; and the Lords Commissioners of the Admiralty have been requested to instruct the naval officers on the spot to give you every assistance, by their advice or otherwise, to facilitate the work. But you will distinctly understand that the responsibility of the selection of proper sites and of the superintendence of the works rests with yourself, and I need not impress upon you the necessity of promptness and energy in carrying out an undertaking which is calculated so materially to promote the commercial progress of the two Colonies under your government.

With regard to the repayment by British Columbia and Vancouver's Island to the Imperial Treasury of the moiety of the advance of 7,000*l.*, I must leave it to you to decide the proportion of that sum which it would be equitable that each Colony should contribute, but I must instruct you that this debt should be paid within the earliest practicable period.

I have, &c.

Governor Douglas, C.B. &c. &c. &c.

(Signed) CARNARVON.
(In the absence of the Secretary of State.)

Enclosure 1 in No. 25. Enclosure 1 in No. 25.

Office of Committee of Privy Council for Trade, Whitehall,
March 9, 1859.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22nd January last, transmitting, for the consideration of this Committee a copy of a report from Captain Richards of Her Majesty's ship "Plumper," on the harbours of Vancouver's Island on the coast of British Columbia.

In reply, I am to request you to state to Secretary Sir E. B. Lytton, that as the lights in question do not appear to belong to the class of Imperial lights, it does not fall within the province of this department to form an opinion or to give any recommendation as to the propriety of their being established; I am, however, to transmit to you a copy of a memorandum which has been drawn up by Captain Sulivan, R.N., of this department, on the subject of these lights.

I have, &c.

Herman Merivale, Esq., C.B. &c. &c. &c.

(Signed) JAMES BOOTH.

Sub-Enclosure. Sub-Enclosure.

MEMORANDUM on VANCOUVER'S ISLAND LIGHTS, by CAPT. SULIVAN, R.N.

THOUGH these lights do not belong to the class of Imperial lights, and therefore do not come directly under the Board of Trade, the following remarks may be of assistance to the Secretary for the Colonies.

BRITISH COLUMBIA.

The lights on the American shore having been completed, it is very desirable that those required on the Vancouver shore should also be erected as soon as possible.

The sites recommended by Captain Richards should be adopted. The two coast lights are equally important, and neither of them should be postponed. Hereafter another will be required, about midway between them, to make the coast quite safe. The harbour light is also very necessary.

I presume that the local government will have to be assisted with funds from the Imperial Government. Should this be decided on it will prevent further loss of time, as the lanterns and light apparatus, which have to be sent from England, could be ordered at once, and sent out in about three months from this.

Whether the funds are supplied from the Imperial Government or not, I should strongly advise that the works in the Colony should be entirely carried on with local means and material, as the plan of sending iron towers and buildings from England has been attended with very great expense. The lanterns and apparatus should alone be sent from this country, a drawing of the lantern and top of tower being sent immediately to the Colony for the information of the engineer who designs the towers.

As the two American lights nearly opposite the proposed positions are fixed lights, those on the Vancouver shore should be revolving. As the American light on Smith's Island is a revolving half minute light, the proposed light on Race Island should show a bright flash at intervals of ten seconds; that at Bonilla Point should have intervals of one minute. The height of the land at these positions is not mentioned. If high, a position should, if possible, be found not exceeding 150 feet above the sea, in order to guard against the light being obscured by fog. If low, the tower should be high enough to have the light at least 100 feet above the sea; about 150 feet being in either case the best height, if the land allows it.

The lights for both these positions should be of the first order, and would cost about 2,800*l.* for each lantern and apparatus, besides the freight out.

The cost of the work to be done in the Colony will depend much on the material at hand and the height of the towers; but if the assistance of the ships of war is given, the expense would be reduced greatly. Each lighthouse and dwelling may, I think, be estimated at from 3,000*l.* to 5,000*l.*, according to circumstances, or about 7,000*l.* for each, including lantern and apparatus.

The harbour light need only be a fixed light of the fourth order. The lantern, &c. would cost about 600*l.*, and the buildings, &c. perhaps 1,400*l.*

The cost of the three lights complete would, therefore, be about 16,000*l.*, but unfavourable circumstances as to material, labour, &c. might increase this to even 20,000*l.*, but that ought to be the outside.

A single lighthouse of iron sent to the Bahamas, with engineer and workmen from England, has cost nearly 20,000*l.*

(Signed) B. J. SULIVAN.

March 7, 1859.

Enclosure 2 in No. 25.

Enclosure 2 in No. 25.

SIR, Downing Street, March 31, 1859.

WITH reference to your letter of the 9th instant, I am directed by Secretary Sir E. Bulwer Lytton to transmit to you, for the consideration of the Lords of the Committee of Privy Council for Trade, the enclosed copies of two Despatches* from the Governor of British Columbia, calling attention to the urgent necessity for the erection of lighthouses in Fucas Straits and the approaches to the harbour of Esquimalt, and I am to request to be informed whether the Lords of the Committee would wish to offer any further observations upon this subject.

*No. 76, Jan. 15. No. 90, Feb. 4.

I am desired to request that you will state to their Lordships that this department cannot apply to Parliament for a grant of money for these necessary public works, nor has the Colony at present the means of paying for them. Under these circumstances, Sir E. Lytton would inquire whether their Lordships cannot include the required lighthouses within "the class of Imperial lights," and give the Colony some assistance towards their erection out of the funds placed at their Lordships' disposal for such services.

I am, &c.

J. Booth, Esq. (Signed) H. MERIVALE.

Enclosure 3 in No. 25.

Enclosure 3 in No. 25.

Office of Committee of Privy Council for Trade, Whitehall,

SIR, April 7, 1859.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 31st ultimo, transmitting copies of two Despatches from the Governor of British Columbia, calling attention to the urgent necessity for the erection of lighthouses in Fucas Strait, and the approaches to the harbour of Esquimalt; and stating that as the Colonial Office cannot apply to Parliament for a grant of money for these necessary public works, and as the Colony has not at present the means of paying for them, Sir E. B. Lytton is desirous of being informed whether my Lords cannot include the required lighthouses within "the class of Imperial lights," and give the Colony some assistance towards their erection out of the funds placed at their disposal for such services.

In reply, my Lords direct me to state that, whilst there can be no doubt of the importance of the proposed lights, they are required for the trade of the Colony, and not, as in the case of the lights in the Bahamas and elsewhere, for the trade which merely passes the Colony.

Under these circumstances they are lights which should, my Lords think, if practicable, be erected and maintained by and at the cost of the Colony rather than the Home Government.

But even if the lights in question could be said to belong to the class of Imperial lights, *i.e.*, of lights which the Home Government is bound to erect or maintain for the purposes of the general passing trade, their Lordships would still have no funds at their disposal out of which to erect or maintain them.

The only funds out of which my Lords can pay the expenses of Colonial lights are, first, sums raised by levying tolls under the Act 18 & 19 Vict. c. 91.; and, secondly, sums voted by Parliament

The present case does not appear to be one in which it is desirable to levy tolls under the Act in question, since the only trade which would pay the tolls is the trade of the Colony, and the Colony can itself, if so disposed, levy tolls on account of the lights in its own ports.

And as regards monies voted by Parliament, it is to be observed that the only votes are votes taken by the Treasury on the responsibility of this department for the services of special lighthouses mentioned in the votes.

If, notwithstanding the fact that these lights cannot be classed as Imperial lights, the circumstances of the Colony of British Columbia are such as to make it proper that these lights should be erected with Imperial instead of Colonial funds those circumstances are matters within the cognizance of the Colonial Office, rather than of this department; and if it is thought right that a vote for the purpose should be taken by the Treasury, the vote, should my Lords think, be taken on the responsibility of the Colonial Office, and the application to the Treasury for the purpose should be made by that office.

If it should be decided to take a vote for the purpose, my Lords will be glad to give their best advice and assistance in the matter.

At the same time they could not, without obtaining further local information, state with accuracy and certainty what the expense to be incurred in the Colony in erecting these lights will be.

A copy of a further memorandum by Captain Sulivan, R.N., on the character and probable cost of these lights is enclosed, for Sir E. B. Lytton's information.

I have, &c.

Herman Merivale, Esq., C.B. (Signed) James Booth.
&c. &c. &c.

Sub-Enclosure.

Memorandum by Capt. Sulivan, R.N.

The importance of the two lights more particularly alluded to by Captain Richards cannot be overstated.

If these two lights only are proceeded with at present, and if a 2nd order light, 80 feet above the sea, is adopted for Race Rocks, as suggested by Captain Richards, the cost will be much less than I have before stated. I think the tower, &c., of Race Rocks could probably be built for 3,000*l.*, as it is now stated that materials are close at hand. A 2nd order flashing light apparatus would cost about 1,500*l.* to 1,700*l.*, so that the whole expense would probably not exceed 5,000*l.*

The harbour light would probably be about 2,000*l.* If a grant of 7,000*l.* were made by the Treasury, these two lights might be proceeded with at once. The Colony ought soon to be in a position to repay the cost, or a toll might be levied on the shipping entering ports in the Colony that would soon repay this small sum. The local government might undertake their maintenance.

I quite agree with Captain Richards in his suggestions, with the exception of his proposing a fixed light for Race Rocks. As the light on the American shore nearly opposite is fixed, this light should be flashing.

I should have preferred a 1st order light for Race Rocks, 100 feet high, but as the great difficulty is the expense, the 2nd order, 80 feet high, will reduce that considerably.

I would desire more especially to point out that the trade through this strait must be rapidly increasing, that in long winter nights it will be dangerous to navigate such a strait without these lights, that the light at Dungeness on the American shore will be of no use to vessels rounding Race Island bound either to Esquimalt or Victoria, and that the wreck of a single British vessel might entail on persons in this country a loss far exceeding the cost of these two lights, or even of the three lights proposed, while the value of each of the ships of war on the station is far greater.

(Signed) B. J. Sulivan.

Enclosure 4 in No. 25.

Sir, Downing Street, April 29, 1859.

I am directed by Secretary Sir E. B. Lytton to transmit to you, for the consideration of the Lords Commissioners of the Treasury, the enclosed copies of a correspondence which has passed between Governor Douglas, the Board of Trade, the Admiralty, and this department relative to the erection of lighthouses in Fucas Straits, and the approaches to Esquimalt Harbour, Vancouver's Island.

Sir Edward Lytton thinks that it is difficult to overrate the importance to the interests both of British Columbia and Vancouver's Island, and also of the British shipping repairing to those Colonies, of the construction of the lighthouses requisite for the safe navigation of these waters. Independently of the losses from shipwreck which, failing such protection, must fall on the British merchant, and on the country at large in the event of the loss of any ships of war, the amount of which would far exceed the cost of the lighthouses, the reputation for danger which the navigation would in consequence acquire would have the effect of deterring trade from resorting to the Colonies, and a serious injury would be inflicted on their commercial progress.

But although Sir Edward Lytton fully admits that Colonial as well as British interests are deeply concerned in the erection of the lighthouses, he fears that it would be impossible, at this early stage of the development of the resources of British Columbia and Vancouver's Island, to throw upon them the whole cost of their construction, while to delay the work until the Colonies are in a position to defray

British Columbia.

this expense, would be to incur the evils above adverted to, which promptness in carrying out this undertaking alone can obviate.

Under these circumstances, Sir E. Lytton would recommend to their Lordships, as a matter of national importance and concern, that application should be made to Parliament for a vote to establish the two lighthouses recommended by the Board of Trade in their letter of the 7th April. The whole estimated cost is 7,000*l.* Of this sum, Sir Edward is of opinion that one moiety could be defrayed by British Columbia and Vancouver's Island, leaving the other moiety to be defrayed from Imperial funds. The cost of maintaining the lights would be borne by the Colonies. But as the matter is very urgent, Sir Edward would strongly recommend that a vote should be taken for the whole amount, leaving the Colonial proportion of the cost to be repaid by the Colonial Governments. Should their Lordships accede to this proposal, Sir E. Lytton will at once direct the necessary instructions to Governor Douglas for the repayment to the Imperial exchequer of the sum thus advanced.

I am to request to be favoured with an early intimation of their Lordships' decision, as Sir E. Lytton would be glad to be able to communicate with Governor Douglas by the next mail, which leaves England on the 1st proximo.

G. A Hamilton, Esq.
&c. &c. &c.

I am &c.
(Signed) T. Fredk. Elliot.

Enclosure 5 in No. 25.

Enclosure 5 in No. 25.

Sir,

Admiralty, March 28, 1859.

With reference to your letter of the 22nd of January, transmitting a copy of the report of Captain Richards on the harbours of Vancouver's Island and the coast of British Columbia, I am commanded by my Lords Commissioners of the Admiralty to request you will lay before Secretary Sir Bulwer Lytton the accompanying copy of a report from the Hydrographer in regard to the suggestions of Captain Richards for the lighting of Juan de Fuca Strait and the approach to Esquimalt Harbour.

Sub-Enclosure.

I am, &c.
(Signed) H. Corry.

The Under Secretary of State, Colonial Office.

Sub-Enclosure.

Sub-Enclosure.

Lights required on Vancouver Island.

With reference to that portion of Captain Richards' report on the harbours of Vancouver's Island, transmitted to the Admiralty from the Colonial Office, I entirely concur with him in the necessity of lighting the Juan de Fuca Strait and the approach to Esquimalt Harbour with the least possible delay.

The United States Government have placed lights on their own territory at Cape Classet or Flattery, New Dungeness, and on Smith or Blunt Island; the two former are *fixed* lights, the last is revolving every half minute. Captain Richards proposes to light the Vancouver shore of this strait by a light at Bonilla point (or possibly Cape Beale may be found a more advantageous position), by a light on the Race Islands, and by a harbour light at Esquimalt..

In these positions generally I entirely concur; the exact site should, I think, be left to those on the spot to determine. The only general principles to lay down are, that all the lights on the British shore of Fuca Strait should be quick revolving or flashing, to distinguish them from the fixed lights on the mainland of the United States territory; that they should be dioptic or by lenses; that they should not be placed at an elevation exceeding 150 feet above the level of the sea on account of the prevalence of fog, and that a fog bell should be attached to each lighthouse.

A bell buoy or a pilot vessel, showing a ball by day and a light by night, should also be stationed at the entrance of Fraser River; some small chain for mooring spar buoys in the river will also be required.

As it is important that these lights be shown as early as possible, and as they can have no means in the Colony of preparing lanterns, lighting apparatus, fog bells, &c., I submit for their Lordships' approval, that the Colonial Office be requested to communicate with the Board of Trade (should they not already have done so), asking them to give immediate orders to have the light apparatus, &c. put in hand, and to undertake the superintendence of it, as well as of the fog bells; and that drawings, showing the dimensions of the lanterns, be sent out to Vancouver Island, with instructions to the Governor to appoint a committee to decide on the exact sites for the lights, and at once to set about the erection of the lighthouses, preparatory to the arrival of the lanterns and light apparatus.

(Signed) John Washington.
Hydrographer.

March 25, 1859.

I annex a chart of Vancouver Island, showing in red the proposed positions of the respective lighthouses.

The question of payment, whether by the Imperial Government or by the Colony, I would submit might stand over to be settled hereafter. The great point is, that no delay should occur in giving orders to prepare the light apparatus.

J. W.

Enclosure 6 in No. 25.

Enclosure 6 in No. 25.

Sir,

Admiralty, April 20, 1859.

Sub-Enclosure.

I am commanded by my Lords Commissioners of the Admiralty to forward to you, to be laid before Her Majesty's Principal Secretary of State for the Colonies, a copy of a letter from Rear-

Admiral Baynes, C.B., Commander-in-Chief in the Pacific, pointing out the pressing necessity for lights on Vancouver's Island, both at the Race Rocks and at the entrance of Esquimalt Harbour, in which recommendation their Lordships entirely concur.

I am, &c.

The Under Secretary of State, Colonial Office. (Signed) H. CORRY.

Sub-Enclosure.

Sub-Enclosure.

VANCOUVER ISLAND LIGHTHOUSES.

Ganges in Esquimalt Harbour, Vancouver Island,
November 2, 1858.

SIR,

I HAVE to request that you will bring to the notice of the Lords Commissioners of the Admiralty the great want which is felt by all vessels coming to Vancouver Island of a light on the north shore of the Straits of Juan de Fuca.

2nd. The Americans have three on the south side: one on Cape Flattery, or Classet; one on New Dungeness; and one on Smith's Island, at the entrance of the Straits of Rosario.

3rd. I would strongly recommend that a light be placed on the Race Islands or Rocks, and a harbour light at Esquimalt, which would enable vessels to enter the harbour at any time of night; at present it is almost impossible after dusk, the entrance being so difficult to distinguish.

4th. It would also be very desirable, though not of so much consequence, to have a light on Bonilla point, opposite Cape Flattery; this would render the navigation of the strait at all times easy.

I have, &c.

(Signed) R. LAMBT. BAYNES,
Rear-Admiral, Commander-in-Chief.

The Secretary of the Admiralty.

Enclosure 7 in No. 25.

Enclosure 7 in No. 25.

Treasury Chambers, May 4, 1859.

SIR,

IN reply to Mr. Elliot's letter of the 29th ultimo, enclosing copies of a correspondence which has passed relative to the erection of lighthouses in Fucas Straits and the approaches to Esquimalt harbour, Vancouver's Island, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Sir E. Bulwer Lytton, that my Lords approve of measures being taken for sending out immediately from this country the apparatus required for the two lighthouses proposed to be erected.

They also approve of the sum of seven thousand pounds being inserted in the estimate for British Columbia, with the understanding that one-half of that sum will be hereafter repaid from Colonial funds, and that the contribution from Imperial funds towards the erection of the lighthouses will be limited to three thousand five hundred pounds.

Their Lordships are of opinion that it would be inexpedient to place any portion of this charge upon the general estimate for lighthouses abroad, and that it would be desirable to include it for the present with the other items which are to be repaid wholly or in part from the revenues of British Columbia and Vancouver's Island.

Adverting to the excessive expenditure already incurred in the attempt to erect a lighthouse on the Basses Rocks off the coast of Ceylon, attributable in a great degree to the want of a proper and clear understanding as to the parties upon whom devolved the responsibility of the work, my Lords request that Sir E. B. Lytton will make Governor Douglas fully aware that, although the Board of Trade will readily afford any advice or information, and will send out from this country the lighting apparatus, they decline undertaking any responsibility as to the selection of the site or the construction of the towers; and my Lords, in sanctioning the estimate of 7,000*l.*, trust that Sir E. B. Lytton will instruct Governor Douglas to consider himself responsible for the adoption of proper means for selecting the site, and having the construction of the work properly superintended.

I am, &c.

H. Merivale, Esq. (Signed) GEO. A. HAMILTON.
&c. &c.

No. 26.

No. 26.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 64.)

Downing Street, May 14, 1859.

SIR,

I HAVE to acknowledge the receipt of your Despatch, No. 123,* of the 25th of March last, containing an account of the progress of British Columbia since the date of your last general report, and enclosing a letter from Mr. Downie, stating the result of explorations which he had carried on under your sanction in Jarvis' Inlet and Desolation Sound.

* Page 70.

I have, &c.

Governor Douglas, C.B. (Signed) CARNARVON.
&c. &c. (In the absence of the Secretary of State.)

BRITISH COLUMBIA.

No. 27.

No. 27.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS, C.B.

(No. 67.)

SIR, Downing Street, May 20, 1859.

I HAVE to acknowledge the receipt of your Despatch, No. 114,* of the 14th of March, on the subject of the policy to be observed towards the Indian tribes, and containing your opinion as to the feasibility of locating the Indians in native villages, with a view to their protection and civilization.

* Page 68.

I am glad to find that your sentiments respecting the treatment of the native races are so much in accordance with my own, and I trust that your endeavours to conciliate and promote the welfare of the Indians will be followed by all persons whom circumstances may bring into contact with them. But whilst making ample provision under the arrangements proposed for the future sustenance and improvement of the native tribes, you will, I am persuaded, bear in mind the importance of exercising due care in laying out and defining the several reserves, so as to avoid checking at a future day the progress of the white colonists.

I have, &c.

Governor Douglas, C.B. (Signed) CARNARVON.
&c. &c. (In the absence of the Secretary of State.)

No. 28.

No. 28.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 70.)

SIR, Downing Street, May 23, 1859.

I HAVE to acknowledge the receipt of your private letter of the 10th February, in which you represent the inadequacy of the salary assigned to the office of Governor of British Columbia.

The frankness with which you have explained yourself in a matter of personal concern and of much delicacy is fully appreciated by me. It relieves me of the embarrassment which often attends communications upon such subjects, and enables me to address you with corresponding candour.

It is impossible for me to question for a moment the statements you make as to the expenses unavoidably devolving upon you as the Governor of Vancouver's Island and British Columbia, nor the present extreme dearness of every necessary of life in those Colonies. I yield, therefore, to the conviction that your emoluments have been fixed at too low a rate, and I am prepared to sanction an addition to your salary of 1,200*l.* out of the local receipts of the current year, provided that the Revenue of British Columbia amounts in the aggregate to not less than 50,000*l.* The numerous Despatches which I have addressed to you explaining the impossibility of imposing on this country any of the charges of Government for a Colony which has been forced into existence by its gold discoveries, relieve me of the task of repeating that I cannot depart from the principle by which, in this respect, I have been guided from the outset. You will accordingly distinctly understand, that whilst I am happy to meet your wishes to the extent above named, the addition in question can only be made out of Colonial resources, and on the condition stated.

I have, &c.

Governor Douglas, C.B. (Signed) CARNARVON.
&c. &c. (In the absence of the Secretary of State.)

No. 29.

No. 29.

COPY of DESPATCH from the Right Hon. Sir E. B. LYTTON, Bart., to Governor DOUGLAS.

(No. 71.)

SIR, Downing Street, May 24, 1859.

I HAVE to acknowledge the receipt of your Despatches, No. 9,* of the 3d of November last, and No. 92,* of the 4th of February, reporting the site which you had selected on the banks of the Fraser River for the capital and seaport of British Columbia.

* Pages 19 and 59.

I am glad to perceive that both Colonel Moody and yourself agree in opinion that the locality you have described is the one best adapted for the purpose. It appears to have been judiciously selected, and I have to approve the steps you have taken to survey and subdivide the site into building lots for sale. British Columbia.

I communicated your Despatch to the Lords Commissioners of the Admiralty and the Secretary of State for War, and I transmit to you, for your information, the copies of the letters which I have received from those departments in answer. I have to call your attention to the remarks offered by the Lords Commissioners of the Admiralty with regard to the necessity for stationing a pilot vessel at the entrance of the river, and to the selection of a port in the northern portion of the Colony. Enclosure 1. Enclosure 2.

I have, &c.

Governor Douglas, C.B. (Signed) CARNARVON.
&c. &c. (In the absence of the Secretary of State.)

Enclosure 1 in No. 29. Enclosure 1 in No. 29.

Sir, Admiralty, May 10, 1859.

Having laid before my Lords Commissioners of the Admiralty your letter of the 26th January last, with its enclosures from the Governor of British Columbia on the subject of the establishment of a seaport town for that Colony, on which Secretary Sir Edward Lytton wished to receive any observations which my Lords might have to offer on this important matter, I am commanded by their Lordships to acquaint you, for the information of Sir E. Lytton, that if Vancouver's Island be included, there is no doubt but that Esquimalt is the best harbour in the vicinity of the Colony of British Columbia, and that on its shores would be the site for a seaport town. The harbour is easy of access, it has sufficient depth of water for the largest ships, ample space, good shelter, fresh water, a large supply of timber fit for ships' masts and shipbuilding, and every requisite for a harbour, either naval or mercantile, and from its natural advantages must be eventually one of the great seaports of this part of the coast.

Vancouver's Island, however, is not at present within the limits of the Colony of British Columbia; and if a site for a seaport town within those limits is required, my Lords are not aware (until a more extended survey is made) that a better can be found, in the southern part of the Colony, than on the Fraser River, at the spot pointed out by Governor Douglas, just above Annacis Island of the charts, on the north bank of the stream, at about 14 nautical miles within the sand heads, and 10 miles below Fort Langley. It is here that the rising ground begins; the river is 400 yards broad, or wider and deeper than the Thames at London Bridge; the shore is bold, suitable for wharves and quays for vessels to lie alongside, and ships with a fair wind might reach so far without difficulty under sail. The site is well placed, locally, in a military point of view, and it has the river between it and the boundary line. It is, however, not far from the frontier.

The channel into the river, as far as is yet known, is rather tortuous; it is reported to have a depth of 18 feet at low water, with a six feet rise of tide, and it is not exposed to any very heavy sea. When Captain Richards, in Her Majesty's ship "Plumper," can find time to examine the bar and buoy off the channel, it may prove to be better.

Should this site be adopted, it would be absolutely necessary to station a pilot vessel at the entrance of the river, which should also be fitted to serve as a light-ship by night, and should sound a gong or ring a bell in foggy weather.

With respect to a site for a seaport town in the more northern portion of the Colony, it would be better that this question be postponed until Captain Richards has had an opportunity of examining the coast. There are numerous inlets, but at present the information is so limited that it would be unwise to hazard a conjecture as to the next best site.

I have, &c.

Herman Merivale, Esq., C.B. (Signed) W. G. Romaine.
&c. &c. &c.

Enclosure 2 in No. 29.

Sir, War Office, April 30, 1859. Enclosure 2 in No. 29.

I am directed by Secretary Major-General Peel to acknowledge the receipt of your letter of the 12th instant, covering the copy of a Despatch and of its enclosure from the Governor of British Columbia respecting a site for the seat of government in that Colony, and I am to observe that it is to be regretted Lieutenant-Governor Moody's report is unaccompanied by any plan or sketch, which if only sufficient to mark the locality in a very slight degree, would have afforded a more perfect understanding of the particulars adverted to; but so far, however, as can be judged from a written description, the conclusions in the report seem very sensible and well-judged.

I have, &c.

The Under Secretary of State, Colonial Office. (Signed) B. Hawes.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

THE PROVINCES OF

BRITISH COLUMBIA, & VANCOUVER ISLAND

WITH PORTIONS OF THE

UNITED STATES & HUDSON'S BAY TERRITORIES,

Compiled from

ORIGINAL DOCUMENTS,

by

JOHN ARROWSMITH

1859.

NOTE.—This Map is Copyright having been constructed from a great variety of Original Materials & at Great Labour.—The Copyright will be Protected. I.A.

QUEEN CHARLOTTE ISLANDS.

on the same scale as the Map.

Geographical Miles. 60 = One Degree

English Miles. 69.12 = One Degree

London, Pub.d 1.st June 1859. by John Arrowsmith. 10 Soho Square.

The Province of British Columbia, including Queen Charlotte I.ds (5.150 Sq.M.s), contains about 225,250 Square Miles (English)

The D.o Vancouver Island ..... D.o D.o 11,570. D.o D.o (D.o)

PLAN

of Part of

FRASER'S RIVER

Shewing the Character of the Ground

from the Entrance to the Site of Old Fort Langley.

Scale of Miles.

1 2 3 4 5

Point Grey

NEW WESTMINSTER

NORTH CHANNEL

SAND HEADS

SHIP CHANNEL

Low and Marshy

The Bank here is High and covered with Pines.

H.B.C Tree

Old Fort Langley

Point Pelly

Boundary of High and Low Land

High Land

Low and Marshy

Low and Marshy

Low and Marshy

Many dry Patches

Dry at Low Water

High Hilly Land & Timbered

1½ 1½ 1 1

Point Roberts

Lat. 49°

Boundary

John Arrowsmith, Lith. 1859.

CONVEYANCE OF MAILS (NORTH AMERICA).

RETURN to an Address of the Honourable The House of Commons, dated 7 July 1859;—*for*,

"COPIES of all CORRESPONDENCE between Her Majesty's Government and the Provincial Government of *Canada*, in reference to the CONVEYANCE of MAILS between this Country and *British North America*:"

"Of an ADDRESS to Her Majesty, voted by the Parliament of *Canada*, on the same subject:"

"And, of all CORRESPONDENCE between Her Majesty's Government and the British and North American Royal Mail Steam Packet Company or Sir *Samuel Cunard*, Baronet, on the subject of the Prolongation or Renewal of the Contract made with that Company for the CONVEYANCE of the MAILS to and from *North America*."

(*Mr. Jackson.*)

Ordered, by The House of Commons, *to be Printed*,
11 *August* 1859.

COPIES of all CORRESPONDENCE between Her Majesty's Government and the Provincial Government of *Canada*, in reference to the CONVEYANCE of MAILS between this Country and *British North America*:—And, of an ADDRESS to Her Majesty, voted by the Parliament of *Canada*, on the same subject.

Colonial Office,
9 August 1859.

C. F. FORTESCUE.

— No. 1. —

No. 1.
Secretary of State to Governor Sir E. Head, Bart.
5 Nov. 1855.

COPY of a DESPATCH from the Secretary of State to Governor Sir *Edmund Head*, Bart.

(No. 53.)

Sir, Downing-street, 5 November 1855.

29 Oct. 1855.

I TRANSMIT herewith the copy of a letter from the Assistant Secretary to the Postmaster General, forwarding a notice, of which I also enclose a copy, announcing that unpaid letters to Canada will henceforward be sent by the British mail packet, unless otherwise directed, and prepaid letters by the route indicated.

I request that you will cause this announcement to be made known in Canada; and I have at the same time earnestly to commend to the consideration of your Council the observations in the accompanying letter from the General Post Office, on the subject of the loss sustained by that department in consequence of the mode of postal communication with this country, which is now adopted by the Government of Canada.

I have, &c.
(signed) *G. Grey.*

Encl. in No. 1.

Enclosure in No. 1.

Sir, General Post Office, 29 October 1855.

I AM directed by the Postmaster General to request that you will draw the attention of the Secretary of State for the Colonies to the following statement:—

The earnings of our mail packets between this country and North America, which were even before quite insufficient to defray the expense of the service, have of late been very much reduced.

One of the main causes of this unsatisfactory state of things is, that the correspondence between this country and Canada, which was formerly conveyed by British packets exclusively, except under special directions to the contrary, has of late been despatched both ways by the first packet, whether British or American.

This has arisen from the withdrawal in the alternate weeks of the British packets, which led the Canadian post-office, first to make use of the United States packets, *viâ* Liverpool, for its outward unpaid correspondence—a change made without any communication with this office; and shortly afterwards to press upon Viscount Canning to adopt the same course.

This alteration has withdrawn so many letters from the British packets, that the annual loss from this cause alone cannot be estimated at less than about 8,000*l.*; a loss, it must be observed, which falls entirely upon the British Government, since the Canadian Government makes no direct contribution to the support of the packets. The Canadian post-office, indeed, instead of sharing the loss, even derives some advantage from the change, since it receives one penny more for its inland rate in the one case than in the other.

The receivers of letters, however, in both countries suffer by the change, since the rate on letters conveyed by the United States packets is one shilling and two pence against eightpence on those conveyed by British packets; the higher rate (except in the few cases in which it is prepaid) of course falling on the receiver of the letter. It is true, that the letter is thus despatched a week earlier, but this advantage was always open to the sender on his directing accordingly.

The higher rate has naturally excited especial dissatisfaction, when, as has of late been the practice of the Canadian post-office, unpaid letters have been sent by the United States packets, even though specially directed to be sent by British packets.

Under

Under these circumstances, Viscount Canning considers it indispensable to restore the former practice; viz. in the absence of evidence to the contrary, to assume that it was the desire of the correspondents to use the cheaper mode of conveyance.

His Lordship has accordingly directed the issue of a notice (of which I enclose a copy) in accordance with the above determination, and requests that, if the Secretary of State for the Colonies concur in the propriety of extending the injunction to Canada in respect of the mails sent to this country, he will have the kindness to communicate on the subject with the Colonial Government, at the same time drawing its attention to the fact, that as the mother country bears the whole expense of the packet service, and as the change made by the Canadian post-office not only withdrew a considerable sum from the returns, but also threw increased rates of postage on the British public, such change could not properly be made without reference to the Home Government.

Sub-Enclosure.

I have, &c.
(signed) *F. Hill.*

J. Ball, Esq., M.P., &c. &c. &c.,
Colonial Office.

Sub-Enclosure in No. 1.

By Command of the Postmaster General.

NOTICE to the Public, and Instructions to all Postmasters.

LETTERS for CANADA.

General Post Office, October 1855.

THE postage upon a letter, not exceeding half an ounce, addressed to Canada, and forwarded through the United States, is—

Eightpence when conveyed by British packet.

One shilling and two-pence when conveyed by United States packet; heavier letters being charged in proportion, according to the scale of weight applicable to inland letters.

Hereafter, unpaid letters will be sent by the cheaper route, unless specially addressed "By United States Packet." Prepaid letters will be forwarded by the route indicated by the postage paid thereon.

At present the British and United States packets leave Liverpool alternately on the Saturday.

Rowland Hill, Secretary.

— No. 2. —

COPY of a DESPATCH from the Right Honourable *H. Labouchere* to Governor Sir *Edmund Head*, Bart.

No. 2.
Right Hon. H. Labouchere to Governor Sir E. Head, Bart.
6 Feb. 1856.

(No. 32.)

Sir, Downing-street, 6 February 1856.

WITH reference to my Despatch, No. 53, of the 5th of November last, I have to acquaint you that Her Majesty's Government propose to extend to Canada the principle laid down in the accompanying Treasury Minute of the 27th November last, by which, if adopted, the cost of the mail service will be borne in equal proportions by the Colony to which the Minute refers and the United Kingdom.

The principle of an equal division of expense appears to be perfectly just, and equally applicable to the Province of Canada as to other of Her Majesty's Colonial Possessions, and I have therefore to request that you will bring the subject under the consideration of your Council, and furnish me with a report upon it.

I have, &c.
(signed) *H. Labouchere.*

Enclosure in No. 2.

Encl. in No. 2.

TREASURY MINUTE, dated 27 November 1855.

MY Lords have under their consideration various communications from the Colonial Office, giving cover to despatches from the colonies of New South Wales, Victoria, and South Australia, and reports from the Postmaster General, upon the subject of a postal communication between England and the Australian Colonies.

My Lords advert to the arrangement which they sanctioned some time ago for the purpose of securing a monthly postal communication with Australia by steam-boats. By that arrangement a mail was carried, *viâ* the Cape of Good Hope, by the General Screw Steam Navigation Company, and another by the Peninsular and Oriental Company, *viâ* Singapore, in every month alternately, so as to secure a monthly communication between the two. The former of these companies having found itself obliged to abandon the contract, and the latter, in consequence of the demand for their vessels for the purposes of the war, having been obliged to suspend the branch service from Singapore to Australia, my Lords deeply regret that for some months past, so far as steam-vessels are concerned, this important postal service has been interrupted.

As early as the month of February last, with a view of obviating this inconvenience, my Lords requested the Lords of the Admiralty to take steps to obtain a tender for a monthly conveyance of mails to Australia, but it is only within the last few weeks that that tender has been received by the Government; and it is one which, in its present shape, and in the position which the question has now assumed, my Lords are not prepared to accept. This tender, which has been received from the Peninsular and Oriental Company, is to convey a mail by steam once in every month between Ceylon and the Australian Colonies, in connexion with their India mail-boats, for the sum of 84,000*l.* a year. But as the present estimate of the postal revenue with Australia cannot be computed at more than 36,000*l.*, of which 24,000*l.* can only be taken as the portion applicable to the sea service, my Lords would not feel justified in imposing upon the Home Exchequer exclusively so large a loss (viz., 60,000*l.* a year) as would attend the adoption of this tender.

It has been with great satisfaction that my Lords in the meantime have perused the Despatches received from Sir William Denison, Sir Charles Hotham, and Mr. Macdonald, as well as the proceedings of the respective public authorities of New South Wales, Victoria, and South Australia, upon the subject of postal communication. And my Lords have no doubt that when sufficient time shall have elapsed to enable the replies of the Governors of Van Diemen's Land, Western Australia, and New Zealand to the circular Despatch addressed to them by Sir William Denison of the 16th March, inviting their co-operation with the other Colonies and the mother country in order to place the postal communication upon a permanent and satisfactory basis, to reach this country, they will be found to coincide with the enlightened and public-spirited views expressed by those Colonies already referred to in reference to the subject of that Despatch.

The general tendency of all the correspondence upon this subject which has reached this Board shows that the different Colonies of Australia have become so impressed with the necessity of maintaining a permanent, certain, and rapid postal communication with England, that they are now prepared to share with this country any loss which it may be necessary to incur; but the offers of contribution, though made by those Colonies from which communications have been received in a spirit of earnestness upon which my Lords place the most implicit reliance, are yet either too vague or are accompanied by conditions too contradictory and inconsistent with each other to form at once the basis of an arrangement with regard to which it is most desirable there should be no possible misunderstanding. It may therefore be convenient that my Lords should here place on record the various proposals which have been made by the different Colonies, first and last, with respect to sharing in the expense of the postal service, and the conditions attached to those offers:

1. It appears that in 1846 the Legislative Council of New South Wales recommended that 6,000*l.* a year for three years should be placed at the disposal of the Home Government, in aid of steam communication *viâ* India. In 1852 this recommendation was confirmed, but on condition that the route should be by Torres Straits. In 1852 the Government offered a payment of 6,000*l.* for three years to the first steam company which should establish a monthly line of steamers performing the distance from Sydney to England and back in 120 days.

2. In 1849 the Governor of Van Diemen's Land reported that 2,000*l.* a year had been appropriated from the local revenue towards a line from Singapore *viâ* Sydney; that is, by the Eastern route through Torres Straits.

3. In 1847 the Legislative Council of South Australia reported in favour of a line by way of the Cape, and promised 3,000*l.* a year for three years, if the passage were accomplished within 70 days.

4. In 1853 the Governor of Western Australia reported that the Council would be willing to pay 1,000*l.* a year towards the expense of the line from Singapore to Sydney, provided the ships should call at Fremantle.

5. In the same year the authorities of Victoria, in expressing an anxious desire for a cheap postal communication with England, offered to contribute, so far as their own Colony was concerned, for the necessary expenditure; but it afterwards appeared that a misconception had arisen as to the intention of the Colonial authorities in this declaration.

6. In the present year an Act was passed by the Legislature of South Australia, authorising a payment of 500*l.* to each steam-vessel delivering direct mails, *viâ* the Red Sea, within 58 days, provided that such vessel had not touched at any port eastward of Adelaide, and that the mails were delivered direct from the same ship that brought them from the last point of land before reaching the Australian Colonies.

7. There remains to be stated the substance of the communications which have taken place between Sir William Denison and the other Governors in the present year. On the 16th

16th of March Sir William Denison addressed the circular Despatch, already adverted to, to Sir Charles Hotham, the Governor of Victoria, and to the Governors of the other Australian Colonies, as well as to the Governor of New Zealand; in which, after dwelling in appropriate terms upon the necessity of restoring, as early as possible, a regular postal communication, he proposes that the whole of those Colonies should join in defraying a portion of the loss which, at least for some time to come, must attend the establishment of a monthly steam communication between them and England; in which circular Sir William Denison divides the subject into the following three points for consideration:

1st. What should be the maximum sum to be paid for such service?
2d. In what proportion this amount should be divided between the Colonies and the mother country.
3d. In what manner the contribution of the Colonies should be apportioned among them.

In discussing these points Sir William Denison assumes that the maximum cost of the service would be 100,000 *l.*; and he expresses an opinion that of that sum 40,000 *l.*, or two-fifths of the whole, should be contributed by the Colonies, and the remainder by the Home Government; and that so far as regards the distribution of the contribution among the different colonies, that should be determined by the proportion of letters which each Colony transmits by the mail, and should be revised annually. The views entertained by Sir William Denison appear to have been entirely adopted by the Executive Council of New South Wales, who passed a resolution that the Legislative Council should be invited to place the sum of 15,000 *l.* annually at the disposal of the Government to carry out the arrangement; as yet, however, no information has been received that that has actually been done.

With regard to the Colony of Victoria, my Lords have before them several Despatches of Sir Charles Hotham, addressed to the Secretary of State and to Sir William Denison, by which it appears that the authorities entered warmly into the arrangement proposed; and it appears by Sir C. Hotham's Despatch to Sir William Denison of the 4th of May, that he had caused to be inserted in the "Post Office Act Amendment Bill," a clause pledging the Legislature to the expenditure of a sum not exceeding 50,000 *l.* per annum for the maintenance of steam communication between Victoria and Great Britain, not less than once a month, and that the Legislative Council had given its sanction to the Act. But Sir Charles Hotham states, that any contribution on the part of Victoria must be subject to the following four conditions:

1st. That no contract should be made that does not provide for the delivery of the mail at Melbourne in a period not exceeding 55 days from the date of leaving London, the choice of route to rest with Her Majesty's Government.
2d. That if the overland route is adopted, the packet must proceed from Point de Galle *viâ* Cape Lewin and King George's Sound to Melbourne; she must touch at Kangaroo Island, but to avoid a loss of two or three days, she must not enter Port Adelaide, and that she shall proceed from Melbourne to Sydney.
3d. That in case the overland route is adopted, the packet would proceed to Sydney immediately after the delivery of the Melbourne mails; but that on her homeward voyage she must remain at least 48 hours in the port of Melbourne, exclusive of Sundays.
4th. That preference must be given to the passengers from the Colonies on the homeward route, over any passengers for a shorter distance.

With regard to the Colony of South Australia, my Lords have before them a Despatch of the Governor, Mr. Macdonnell, to the Secretary of State, giving cover to a copy of a Despatch addressed by Mr. Finnis, who administered the Government of the Colony prior to Mr. Macdonnell's arrival, in reply to Sir William Denison's circular letter; the substance of which is, that he had sufficiently ascertained the state of public feeling in the colony as to be able to say, with some degree of confidence, that the Legislature (which was not then in session) would give its support to any plan arranged by the Home Government with any steam company, by which an ocean steamer shall monthly call off Port Adelaide, outward and homeward, delivering the mails within the same time as under the late contract with the Peninsular and Oriental Company; remaining in the port only sufficient time to deliver the mails on the outward voyage, but remaining 24 hours on the homeward voyage; that to secure this advantage the Government would propose to the Legislative Council a Bill to pay on behalf of the Colony a contribution not exceeding 12,000 *l.* a year. In respect to the cost of the whole service, the acting Governor of South Australia suggests that the Colonies should pay one half, and the Imperial Government the other.

My Lords have also read, with much satisfaction, the enlarged and liberal views taken of the proposal, as a whole, in the minutes of the Executive Council of the 17th of April, as well as in the reports of the Postmaster General of the Colony, of the Acting Colonial Secretary, the Advocate General and the Surveyor General.

Mr. Macdonnell in his Despatch states, that the letter of Mr. Finnis represents the views of members of the Legislature and of the general community, being in favour of steamers from Point de Galle, calling off Port Adelaide.

From the remaining three colonies, viz., Van Diemen's Land, Western Australia and New Zealand, as yet no intimation of any reply to Sir William Denison's Despatch has reached this Board.

From this summary of the existing state of these negotiations, it is apparent that they have not yet assumed that clear and tangible position which would enable the Home Govern-

ment to make them the basis of an actual arrangement. The Executive Council of New South Wales has passed a resolution to invite the Legislative Council to appropriate a sum of 15,000 *l.* towards the service, but no advice has yet been received that this has been adopted. Sir William Denison has stipulated for no conditions which could embarrass the arrangement; but looking to the great preference hitherto shown and embodied in the Acts of the Legislature for the route by Torres Straits, by which the first arrival and the last departure would be from Sydney, it is possible the Legislature may attach such a condition to any grant it may make. In Victoria the Legislature has authorised a very liberal expenditure for the purpose, but Sir Charles Hotham has attached conditions which are inconsistent with the conditions contended for by South Australia, and, in part, such as it may be impossible to obtain. In South Australia the only Act that has really been passed offers a payment of 500 *l.* to every steamer which shall deliver a direct mail *viâ* Suez, and without first having called at any port eastward of Adelaide, that is, without having first touched at Melbourne. And the Governor now holds out hopes that the Legislative Council would vote 12,000 *l.* a year in aid of a plan by which the mail-packets on their outward and homeward voyages shall call at port Adelaide. The acquiescence therefore of the Colonies of Victoria and South Australia in the proposal of Sir William Denison is thus based upon contradictory conditions. With regard to the other three Colonies no engagement, as far as my Lords know, has yet been entered into, of any kind.

However, notwithstanding all the difficulties and conflicting views as exhibited in the various correspondence under consideration, my Lords are of opinion that the interests involved, both Imperial and Colonial, in a speedy restoration of a monthly postal communication between the United Kingdom and the Australian Colonies are so great that the time has now arrived when the Home Government should take the initiative, and propose for the adoption of the Colonies some great and comprehensive scheme, which shall upon mature consideration appear the best adapted for the interests of the whole, and pending a communication with the Colonies, in order to save time, to take such preliminary steps as shall secure its coming into operation as soon as possible. And my Lords are the more induced to arrive at this decision for the following reasons:

1. My Lords cannot, after all the discussions which have taken place upon this subject, be surprised that the different Colonies should view with favour and even insist upon plans which, from the geographical position of the Colonies, promise to confer peculiar advantages upon them, and that in this respect the requirements of some may be at variance with the interests of others or of the whole. And my Lords fear that a great delay would take place if they were to wait until these differences should be adjusted among the Colonies themselves.

2. My Lords are convinced, from the whole tenor of the correspondence now before them, that all the Colonies are now so much in earnest in their desire to see a permanent steam-postal communication established, that they will be ready to sink any minor differences of opinion, and to submit to slight disadvantages in order to secure the far greater benefits which will result from a well-considered general scheme.

3. My Lords are further induced confidently to believe that each Colony will accept a general plan, prepared by the Home Government after full consideration, in the full conviction that, as it is proposed without any bias or leaning in favour of any one Colony, it may be assumed as that which is the best calculated to meet the public wants.

The principle upon which the postal communication between England and the Australian Colonies has latterly been conducted is, that a postage of 6 *d.* for a single letter has been charged, of which 4 *d.* was understood to represent the sea rate, 1 *d.* for collecting or delivering a single letter in any part of the United Kingdom, and the same in any part of the Colonies; so that the whole cost of sending a letter from any part of the United Kingdom to any part of the Australian Colonies, or *vice versâ*, should not exceed 6 *d.*

As the whole cost of the packet service has hitherto been borne by the Imperial Government, the portion of the postage which represented the sea service has been accounted for to the Home post-office, so that of the 6 *d.* charged, 5 *d.* has been appropriated to England and 1 *d.* to the Colony receiving or despatching the letter, as the case might be.

My Lords have already adverted to the heavy charge which has hitherto been imposed upon the British Exchequer from the loss which has attended this arrangement, and to the circumstance that they would not feel justified in adopting the still heavier loss which would attend the improved service which the Colonial authorities think absolutely required for their present wants. But this difficulty is happily removed by the enlightened view taken by the Colonial authorities, and their willingness to defray a share of the loss which shall be incurred in securing a regular monthly steam communication. This loss, though it will be great at first, may fairly be expected rapidly to diminish by the increase of the postal revenue, consequent not alone upon an increasing population, but also upon the establishment of a more frequent and regular service. And it may also be hoped that, before many years shall pass, the increased communication may enable contracts for the conveyance of mails to be made upon considerably more favourable terms.

With a view to effect such an arrangement, there are two modes which might be adopted:

1. The present plan might be continued by which the Home authorities defray the whole cost of the sea service, receive the entire sea postage, and might then divide the net annual loss between the Home Government and the different Colonies in proportions to be fixed. Or,

2. It

2. It might be arranged, as has been suggested by Sir William Denison, that each Colony should receive the postage of all the letters forwarded by it to the United Kingdom or to either of the other Colonies, and that the Home post-office should receive the postage upon all letters outward, in which case the entire cost of the sea service would be divided in the proportions determined upon, in place of the balance of loss; but in the adoption of this plan it would be necessary to introduce the system of compulsory prepayment.

It appears to my Lords that the latter plan presents in many respects very important advantages. In the first place, as it may be reckoned that upon an average of the whole year about the same number of letters are sent to and received from each Colony, the plan would practically amount to an equal division of the postage between the Colonies and the United Kingdom, while the inter-colonial postage would go entirely to the Colonies. In the next place, the system of intricate accounts at present subsisting between the Home post-office and each of the Colonial offices, in order to shew the amounts collected for and due to the former, might be entirely dispensed with. And in the last place, it would leave the Home Government and each Colonial Government free to regulate their rates of postage in any way they thought fit, within the terms of existing treaties, so far as regards foreign states. It would of course be stipulated that a letter from England should be delivered in any part of each of the Colonies for the payment charged in England, and, *vice versâ*, that any letter posted in the Colonies should be delivered in any part of the United Kingdom without any additional charge to that made in the Colony. My Lords are therefore prepared to adopt the suggestion made by the Australian authorities on this point, to make prepayment necessary, and that each post-office should retain the postage collected by itself as its own proper share of the whole. It will, however, be necessary to make some provision in respect to letters which are posted in the Colonies for continental or other foreign countries, and which will pass through the English post-office. By this arrangement the sum to be divided between the Home Government and the Colonies will be the entire cost of the service, and not the net loss.

My Lords now come to consider the three points raised by Sir William Denison, viz.: —1st. What amount should be expended for the entire service. 2d. In what proportion that amount should be paid by the Home Government and the Colonies; and, 3d. In what proportion each Colony shall contribute to the share to be paid by the Colonies respectively.

1st. As to the cost of the service. As the only fair and satisfactory means of determining this point, my Lords propose to give instructions to the Admiralty immediately to ascertain by public competition the lowest rate at which it can be accomplished on the conditions and plans hereinafter defined.

2d. As to the proportion to be paid by the Home Government on the one hand, and by the Colonies collectively on the other, Sir William Denison suggests that three-fifths should be paid by the home Government and two-fifths by the Colonies. The Executive Council of South Australia expresses an opinion that on the arrangement ceasing by which the Home Government receives five-sixths of the postage, which is now proposed as part of the new plan, the cost of the service should be borne equally between the mother country and the Colonies collectively. My Lords are of opinion that there are many sound reasons why this latter course should be adopted, namely, that one-half of the whole cost should be defrayed by the Home Government, and half by the Colonies collectively. In the first place, in making this arrangement, my Lords are desirous above all things that it should be based upon principles that will prove as permanent in their operation as possible, and that will be simple and self-adjusting in the natural changes which must in the course of time take place. It is to be expected that as the Australian Colonies become more and more developed, the net loss arising from a postal service will become less; but it may be laid down as a principle that the advantages derived from the conveyance of letters will always be equal to the people at home and to those of the Colonies, as it is presumed that the same number of letters will be sent and received at each end. This equality of advantages would therefore point to an equal division of the cost. In the next place, as it is proposed that each post-office shall retain the prepaid postage upon the whole of its own letters forwarded, and which will practically result in the Colonial post-offices receiving half of the entire postal revenue attached to the service, it is obviously fair that they should also bear half the cost. And, lastly, it appears to my Lords that in a mutual arrangement of this kind, which it is essential to place upon a permanent footing, it would not be desirable, even on the part of the Colonies, for the sake of the slight advantage it would confer upon them, to adopt a plan which had the characteristic of being in any degree one-sided. On the contrary, it is better for all parties that it should be perfectly fair and just. My Lords therefore propose that the Home Government shall in the first place defray the entire cost of the main service, and shall be reimbursed by the Colonies to the extent of one-half.

3d. As to the proportion of the moiety of the cost which shall be contributed by each Colony. It appears to my Lords that the plan proposed for this purpose by Sir William Denison, and acquiesced in by the authorities of the other Colonies, so far as their views have been expressed, is a perfectly fair and satisfactory one, viz.: that each Colony shall contribute in proportion to the number of letters despatched annually by the steamers. It is proposed that this proportion should be adjusted anew every year, but it appears to my Lords that this would lead to unnecessary trouble, and that if an adjustment took place every two years, it would be sufficiently accurate for all practical purposes.

With regard to the entire cost of the main service, it is necessary to observe, that if upon receiving the tenders which shall be made, it shall be decided to adopt the East Indian route,

an addition will have to be made to the amount paid for the service from Point de Galle to the Australian Colonies, as between them and the Home Government for the portion of the cost of the existing overland service, which would fairly represent the Australian postage; inasmuch as in an arrangement made between Her Majesty's Government and the East India Company for that service, a portion of the entire cost was calculated to be borne by the former in respect to those Colonies.

My Lords now come to consider the important question of the manner in which the service is to be performed, and the steps to be taken with a view to that end. Great difference of opinion has prevailed as to the route which should be adopted as the best, whether by the Cape, by Panama, or by the Indian overland route, although up to this time experience has shown that the latter is the preferable. My Lords are, however, desirous that a fair test should now be made of all these routes, and they are, therefore, of opinion that any tenders to be invited should be open to all alike, and that it will be for the Government to consider and decide which will be the most advantageous, taken as a whole. At present there is a contract existing with the Peninsular and Oriental Company, for the conveyance of a mail every two months, *viâ* Singapore, upon terms that may be considered favourable to the Government; that service has been suspended for some time past, in consequence of the vessels of the Company being required for the war, and my Lords have now to decide whether they will hold the Company to the contract, or release them from it. Looking to the circumstance that the new service to be provided for will be monthly, it appears to my Lords that any arrangement for that service which could be made, if it were to work in conjunction with this contract now existing for one-half of it, would be made under great disadvantage, and that the only way by which the best terms and arrangements could be secured would be to throw the whole open to competition. My Lords are therefore of opinion that the best course will be to relieve the Peninsular and Oriental Company from their contract for that portion of the service, and to enter upon the new plan unembarrassed by an existing partial arrangement.

My Lords have already adverted to the conflicting and irreconcilable views taken by the different Colonies as to the mode in which the service should be performed, and as to the route to be taken by the steamers employed; but there are two principles which are so obviously desirable to be observed, that my Lords cannot hesitate to lay them down as a rule which must be for the benefit of the whole: first, that each Colony shall have the benefit of an arrival and departure by each steamer monthly, and that the passage out and home together shall be made in the shortest possible time. Upon a very careful examination of the whole subject, and consideration of the correspondence which has taken place, my Lords are of opinion that these objects can be best attained by restricting the points at which the steamers of the main line should call to three, viz., King George's Sound, Melbourne, and Sydney, and that all the other Colonies should be provided with branch services fitting into the arrangements of the main service. My Lords have carefully and especially considered the difference of views upon this subject entertained by the Colonies of Victoria and South Australia. The authorities of the latter Colony very naturally desire that the steamer shall call at Port Adelaide; but when it is considered that vessels of the size which must be employed in this service are unable to cross the bar of the port, and are obliged to bring up at a distance from the port of 15 miles, and from the land of five miles, and often in very bad weather, and that under any circumstances a small branch steamer must be employed; and when it is further considered that calling at Port Adelaide would cause considerable detention to the more important mails of Melbourne and Sydney if the Eastern route shall be adopted, as well as a loss of time also on the return voyage, and that, therefore, the entire voyage out and home would be lengthened, a disadvantage which would affect South Australia as well as the other Colonies, my Lords feel convinced that the inhabitants of that Colony will be satisfied, upon due consideration, that so far as the arrangement above proposed may be a concession on their part, it is one which the general interests of all concerned calls upon them to make, and that they will see that the saving of time in the outward and homeward services together so obtained will be an advantage to them as well as to others.

My Lords are, however, of opinion that, in the comprehensive scheme which they are now proposing, arrangements should be made at the common cost for the branch services required to convey the mails to and from Port Adelaide, Van Diemen's Land, and New Zealand, making Melbourne the common point of arrival and departure of those branch services. They therefore propose that arrangements shall be made on the spot for those services, and that the cost of the same shall be added to the cost of the main services, and divided in the same proportions as already indicated.

My Lords advert to a condition which Sir Charles Hotham attaches to his acquiescence in the proposals of Sir William Denison, namely, that in the event of the overland route being adopted, preference should be given to passengers from the Australian Colonies on the homeward route over any passengers for a shorter distance. With regard to this condition, my Lords entirely agree with the objection made by Sir William Denison in his Despatch to Sir Charles Hotham of the 18th of April, in which he urges that such a condition might be inconsistent with any arrangements which the Peninsular and Oriental Company could positively make, and that the effect of insisting upon it would be to exclude from the arrangement the advantage of the competition of that Company. Sir Charles Hotham states as a reason for insisting upon it, the fact that in the return voyages of the South American steamers, the passengers from the furthest point in the River Plate have the preference over those from Rio de Janeiro; but the circumstances are not the same. The

Australian

Australian steamers, if that route were adopted, would join the Indian line at Point de Galle, and if that were the extreme point of the Indian service the cases would be parallel and the plan possible. But in place of this being so, Point de Galle is a station on the homeward route from Hong Kong, Singapore, and Calcutta, and it would obviously be impracticable to insist upon such a provision in favour of Australian passengers over those who may have come from those various points.

My Lords are of opinion that, in a purely postal arrangement, conditions in relation to passengers, however important the subject is in itself, should not be permitted to embarrass the more immediate question, and that all parties may rest satisfied that, in this respect, any company undertaking the service will, for its own interests and profit, make such arrangements as shall be most convenient to all parties.

The plan, therefore, which my Lords propose may be thus shortly summed up:

1. That they shall instruct the Admiralty to obtain tenders, by open competition, for a monthly postal service between this country and Australia, the vessels, outward and homeward, touching at King George's Sound, Melbourne, and Sydney, carrying the mails for the six Colonies of New South Wales, Victoria, South Australia, Western Australia, Van Diemen's Land, and New Zealand.
2. That branch services shall be established by open competition from Melbourne, as the central point, with Port Adelaide, Van Diemen's Land, and New Zealand.
3. That all letters and newspapers shall be prepaid, and that each post-office shall retain its own receipts.
4. That the entire costs of the services described shall be divided equally between the Home Government and the Colonies collectively.
5. That each of the Colonies shall contribute to the moiety to be paid by them collectively in proportion to the number of letters despatched by each, to be ascertained every two years.

In the first place it will be necessary to obtain from each of the Colonies named a duly authorised legislative acquiescence in the arrangement proposed. For this purpose, let a copy of this minute be transmitted to the Colonial Office, and request that the Secretary of State will take the necessary steps with that view. But state that as some time must elapse before replies can be received from the different Colonies, and as my Lords are anxious that no time should be lost in re-establishing a monthly mail by steam, my Lords, relying upon the correspondence now before them from the Governors of New South Wales, Victoria, and South Australia, have decided to take immediate steps in order to secure a commencement of the service at the earliest possible time after the receipt of communications from the different Colonies acquiescing in the proposed arrangements.

Write to the Secretary of the Admiralty, and request that the Lords Commissioners of the Admiralty will take immediate steps to procure tenders for a monthly postal communication by steam with Australia, on the following conditions, and report to this Board before any contract is actually made:

1. The tenders to be delivered within two months of the date of the advertisement.
2. The tenders to specify the route and the maximum number of days between the departure of the mail from Southampton and its arrival at Melbourne and Sydney, and King George's Sound, respectively; and also the number of days on the homeward route.
3. That the service shall be performed under a penalty of 100 *l.* a day for delay in starting, and 30 *l.* a day for any time consumed in the voyage beyond the allowed maximum.
4. The contractors to state in what time from the acceptance of their tender they will be prepared (under a penalty to be agreed upon) to commence the service.
5. The contractors to give such adequate security as to the Lords of the Admiralty may appear necessary for the payment of any penalties which may become due, and generally for the performance of the contract; which penalties in no case whatever shall be relinquished.
6. The contract to be for five years.

Transmit copy of this Minute to the Colonial Office, Admiralty, and the Post Office, for their information and guidance.

(signed) *James Wilson.*

— No. 3. —

COPY of a DESPATCH from Governor Sir *Edmund Head*, Bart., to the Right Honourable *H. Labouchere*, M.P.

No. 3.
Governor Sir E. Head, Bart., to the Right Hon. H. Labouchere, M. P.
12 March 1856.

(No. 49.)

Government House, Toronto,
12 March 1856.

Sir, (Received 1 April 1856.)

IN reply to your Despatch of 6th February, No. 32,* enclosing a Minute on the subject of the ocean postage, I have now the honour to forward a copy of a report of the Hon. Robert Spence, Postmaster General for Canada, which has been

* Page 3.

5 March 1856.

been concurred in by the Executive Council in a Minute, dated 7th of March 1856.

It appears to me that Mr. Spence's view is correct in one respect—the cases of Australia and Canada are not parallel. The relative demands on the Atlantic mail service, on account of the postage to the United States and the other British Colonies, would, he thinks, require to be considered and severally adjusted before a satisfactory arrangement could be made. The whole matter is further complicated, by the fact that the Canadian Government propose in the ensuing season to forward their mails, as far as practicable, by the steamers from the St. Lawrence, on account of which aid has been given from the Colonial funds.

I have, &c.
(signed) *Edmund Head.*

Encl. 1, in No. 3.

Enclosure 1, in No. 3.

To his Excellency the Governor General, &c. &c. &c.

Post Office Department, Toronto, 5 March 1856.

Upon the proposal contained in a Despatch from the Right Hon. H. Labouchere to His Excellency, dated 6th February 1856, that a principle should be extended to Canada, which had been under discussion as applicable to the postal intercourse between the United Kingdom and the Australian Colonies, as appears by Treasury Minute of 27th November last, by which the cost of mail sea service between England and Canada would be divided equally between the two countries, with such an approximation to an equal division of the sea postage as would be attained by the Imperial and Canada post-offices respectively, retaining the sea postage on the letters forwarded from either to the other (secured by compulsory prepayment):

The Postmaster General of Canada reports, that whilst appreciating the incidental convenience of abolishing postage accounts between the Canada and Imperial post offices, it does not appear that the principle laid down in the Treasury Minute could advantageously be applied to the postal intercourse between Canada and the United Kingdom, and for these reasons:—

That it is presumed that the Imperial Government, in speaking of sea mail service, restricts the term to the service performed by the steamers under contract to the Imperial post-office, and is not prepared to extend the operation of the principle to the ocean mail line of steamers under contract to the Canadian Government; it is true, that this Province has special interests in the latter undertaking, as it may be assumed the mother country has in the Cunard line supposed to be exclusively referred to by Mr. Labouchere; these special considerations have induced the country to subsidise to the reasonable extent of its means the Canada contract steamers, but it does not seem expedient to unite with the Imperial Government in a plan which, as understood from Mr. Labouchere's Despatch, would place this Province in the same relation to the Imperial steam-boat contractors, without promoting any special interest, and without obtaining comity of action from the Imperial Government, as regards the provincial sea line of steamers.

The Postmaster General further suggests that the chief mail service performed by the Imperial steamers is on the transport of correspondence between the United Kingdom and the United States, and that even if it were conceded that it would be proper that Canada should undertake to pay a share of the sum which the Imperial authorities may from time to time see fit to accord to these steamers, rather than as at present to pay a postage rate on such letters as Canada may send or receive by them; it would, he apprehends, be almost impossible to determine, to the satisfaction of the parties, what proportion of payment Canada should from time to time be rated at, relatively to the other provinces, and in view of the principal interest in the service to be apportioned, being applicable to the intercourse between England and a foreign country.

(signed) *Robert Spence*, P.M.G.

Encl. 2, in No. 3.

Enclosure 2, in No. 3.

Copy of a Report of a Committee of the Executive Council, dated 7 March 1856.

On a Despatch, dated 6th ultimo, from the Right Honourable the Secretary of State for the Colonies, proposing to extend to Canada the principle laid down in an accompanying Treasury Minute of the 27th November last, by which, if adopted, the cost of the mail service would be borne in equal proportions by the Colony and the United Kingdom:

The Honourable the Postmaster General reports that whilst appreciating the incidental convenience of abolishing postage accounts between the Canada and Imperial post-offices,

it

it does not appear that the principle laid down in the Treasury Minute could advantageously be applied to the postal intercourse between Canada and the United Kingdom.

The Committee concur in opinion with the Postmaster General, and recommend that the same be communicated to the Secretary of State for the Colonies.

Approved by his Excellency the Governor General, in Council, 10th March 1856.

Certified.

(signed) *Wm. H. Lee*, C.E.C.

— No. 4. —

No. 4.
Right Hon. H. Labouchere to Governor Sir E. Head, Bart.
17 July 1856.

Page 9.

Treasury, 15 May
C. O., 30 May.
Treasury, 4 July.

COPY of a DESPATCH from the Right Honourable *H. Labouchere* to Governor Sir *Edmund Head*, Bart.

(Confidential.)

Sir, Downing-street, 17 July 1856.

WITH reference to your Despatch, No. 49,* of the 12th of March last, I transmit for your consideration copies of a correspondence between my department and the Board of Treasury relative to the postal communications between Canada and this country, and I should be glad to be placed in possession of your opinion as to the course which it would be most advisable to pursue on this subject.

I have, &c.
(signed) *H. Labouchere.*

Enclosure 1, in No. 4.

Encl. 1, in No. 4.

Sir, Treasury Chambers, 15 May 1856.

I AM commanded to transmit to you herewith a copy of a report from the Postmaster General, dated 6th instant, and I am to acquaint you, for the information of Mr. Secretary Labouchere, with reference to your letter of the 11th ultimo, that the Lords Commissioners of Her Majesty's Treasury concur in the opinions expressed by the Postmaster General in regard to the propriety of Canada paying part of the loss arising from the conveyance of mails between Great Britain and that Colony.

I remain, &c.
(signed) *C. E. Trevelyan.*

H. Merivale, Esq.

Sub-Enclosure.

COPY of REPORT from the Postmaster General to the Lords Commissioners of Her Majesty's Treasury, dated 6 May 1856.

I HAVE carefully considered the Despatch of the 12th ult. from the Governor of Canada to Mr. Labouchere, relative to the cost of the packet service, and referred to me by your Lordships for my observations.

It does not appear to me that any sufficient reason is given in this Despatch for non-compliance with the suggestion contained in my letter to your Lordships of the 15th January last, that Canada should share with the mother country in proportion to their correspondence the loss arising from the conveyance of the mails between that Colony and Great Britain. The Postmaster General of Canada, in a report approved of by the Governor General in Council, and accompanying the Governor's Despatch, suggests that if Canada were to pay part of the loss of the present British mail packets, it would be reasonable to expect that the United Kingdom should in turn pay part of the cost of the new line of mail steamers lately established by the Canadian Government, and referred to in my letter of the 15th January, but I cannot admit the justice of this view.

The establishment of these new steamers is very possibly a mere temporary arrangement, which may be suspended during the winter. Under any circumstances, however, it will afford no relief whatever to this country in the mail service; but, on the contrary, will add to the loss connected with that service, by withdrawing from the revenue the sea postage on a large number of letters.

If, at the end of the present contract with Messrs. Cunard, Burns & M'Iver, (which has still between five and six years to run,) the Canadian Government should undertake permanently to perform half the effective service, it might then fairly claim exemption from all share in the cost of the other half of the service, and claim a right also to apply the sea postage of the letters conveyed by their packets towards defraying the cost of such packets; but the Imperial Government can hardly admit as a claim upon it for further outlay the fact of an arrangement

arrangement having been made by the Colony, which has no other effect than that of adding to the burden already borne exclusively by the mother country.

Mr. Spence further suggests that there will be great difficulty in determining the sum which, were the principle acceded to, Canada ought to be required to contribute towards the cost of the mail packets; but here again Mr. Spence appears to me to have fallen into error. For all practical purposes, a comparison of the number of letters conveyed by these packets to and from Canada, and to and from other parts of British North America, and the United States, a comparison which can readily be made, would indicate the share of the loss on these packets which Canada ought to defray. Thus, should it appear, for instance, that the Canadian correspondence forms one-tenth of the whole, then Canada would have to bear one-twentieth part of the total loss on the packets.

I have, &c.
(signed) *Argyll.*

Encl. 2, in No. 4.

Enclosure 2, in No. 4.

Sir, Downing-street, 30 May 1856.

I HAVE laid before Mr. Secretary Labouchere your letter of the 15th instant, transmitting the copy of a report from the Postmaster General on the subject of requiring Canada to pay part of the loss arising from the conveyance of mails between Great Britain and that province, and I am directed to request you will state to the Lords Commissioners of the Treasury, that on more deliberate consideration of this proposal, Mr. Labouchere is unable to concur in the propriety of pressing it, in its present shape, upon the Provincial Government. Agreeing that it will be right to expect that Canada should be called upon to contribute its fair share of the expense of the ocean postage on the renewal, if it be renewed, of the present mail contract, or at any future convenient opportunity, Mr. Labouchere considers that, as Canada was not a party to the present contract with Mr. Cunard, it will be impossible for Her Majesty's Government, who are without the means of enforcing the proposed demand on the Province, to press it with any chance of success. If, however, the Postmaster General is of a different opinion, Mr. Labouchere would be glad to learn what steps he or their Lordships propose that Her Majesty's Government should take in case the Province continues to decline the liability sought to be imposed on it. Until the Postmaster General's views are explained on this point, Mr. Labouchere must be of opinion that it will be preferable to allow the present arrangement to subsist till the contract with Mr. Cunard has expired, and that then the General Post Office should make the best terms in its power with Canada for defraying proportionably the expense in the conveyance of the letters across the ocean.

I am, &c.
Sir C. E. Trevelyan, K.C.B. (signed) *H. Merivale.*

Encl. 3, in No. 4.

Enclosure 3, in No. 4.

Sir, Treasury Chambers, 4 July 1856.

THE Lords Commissioners of Her Majesty's Treasury having submitted your letter of the 30th ultimo upon the subject of the Canadian mail service to the Postmaster General, I am now directed to forward, for the information of the Secretary of State, a copy of his Grace's report thereon to my Lords; and I am to inform you that their Lordships request that, in considering what course it will be desirable to take in relation to the postal arrangements of Canada, Mr. Labouchere will have reference to the following observations respecting the existing state of matters, so prejudicial to this country, in consequence of the Canadian Government having availed themselves of a proposal of the Home Government in a manner and under circumstances never intended.

Some time ago Her Majesty's Government made a proposal to all the Colonies to establish a uniform rate of postage of 6*d.* for each single letter, which should be divided thus: 1*d.* to the Colony and 1*d.* to this country for the collection and distribution of the letters at each end, and 4*d.* to the party at whose expense the sea service should be performed.

Under this arrangement the Canadian postal service has been conducted, this country providing at a great cost the sea service weekly to Halifax, and for this being entitled to five-sixths of the postage charged. It now appears that the Canadian Government has established a direct line of postal service by vessels of their own, which run to and from Liverpool once a fortnight in summer, and once a month in winter; and that according to the letter but not the spirit of the existing arrangements referred to, they will claim upon the letters conveyed thereby five-sixths of the postage; thus depriving the British Government of the fair proportion of the postage rate contemplated when the arrangement was made as some compensation for the heavy expense incurred for the weekly service still existing. It must be plain that in making that proposal my Lords contemplated that the Colonies should only be entitled to the four-sixths of the postage in respect to the sea service when they took upon themselves the entire cost of such service, and not in the event of their merely setting up a rival service without any relief to Imperial funds.

Under

Under these circumstances, should the Canadian Government continue to decline to enter upon some fair adjustment of the whole service, my Lords will feel compelled to reconsider the existing arrangement in respect to the apportionment of the postage as it at present stands.

H. Merivale, Esq.
&c. &c. &c.

I remain, &c.
(signed) *James Wilson.*

Sub-Enclosure.

To the Lords of the Treasury.

My Lords,

In returning the enclosed letter from the Colonial Office, dated the 30th ultimo, referred to me by direction of your Lordships, on the subject of the proposal which has been made to the Government of Canada to bear a share of the loss incurred in maintaining the North American mail packets, I have the honour to state that the letter which I addressed to your Lordships on the 6th ultimo, and to which reference is made by Mr. Merivale, was intended principally as a reply to the observations of the Postmaster General of Canada in objecting to this proposal, and as such should, in my opinion, be forwarded for the consideration of the Government of Canada; but this is no doubt a question for the decision of the Secretary of State for the Colonies, who will also, I presume, determine how far it may be expedient to press my views on the Canadian Government.

It may be proper for me to state that the Government of Canada has recently established a line of colonial mail packets to run to and from Liverpool once a fortnight during the summer, and once a month during the winter; and that, upon all the letters conveyed by these packets, the Canadian post-office receives, according to the interpretation which has been put upon Mr. Wilson's letter, dated 4th March 1853, five-sixths of the postage, in consideration of the sea conveyance being provided by the Colony. I beg leave to suggest whether, in the event of the Canadian Government declining to adopt the arrangement which has been proposed as to sharing the loss on the British mail packets, it would not be advisable for your Lordships to reconsider the offer made in Mr. Wilson's letter above alluded to, to reverse the proportion "of the charges in all cases where the packet service shall be furnished by the Colonies;" and to restrict that offer, as I presume was originally intended, to cases where the Colonies shall furnish the entire packet service to the relief of the Imperial Government, and not, as in the present instance, where they set up a packet service over a line already amply served, and where the additional service, by withdrawing correspondence from the original packets, only throws an additional loss on the mother country.

I am, &c.

General Post Office, 18 June 1856. (signed) *Argyll.*

— No. 5. —

No. 5.
Governor Sir E. Head, Bart., to the Right Hon. H. Labouchere, M.P.
2 September 1856.

Copy of a DESPATCH from Governor Sir *Edmund Head*, Bart., to the Right Honourable *Henry Labouchere*, M.P.

(Confidential.)

Government House, Toronto, C. W.,
2 September 1856.

Sir,

(Received, 27 September 1856.)

I have the honour to acknowledge your Despatch of 17th July, marked "Confidential," and to express my thanks to you for the information so conveyed. I thought myself justified in showing this Despatch to the Honourable R. Spence, Postmaster General of Canada, and I now venture to enclose a copy of his observations thereon.

1 September 1856.

2. I may perhaps be allowed to add, that there is a point of view in which a Canadian may look at the whole question somewhat different from that in which it has presented itself to the authorities at the General Post Office.

3. A Canadian may ask, "Why are we, Canada, obliged to pay a subsidy at all for a line of steamers running into the St. Lawrence to a British port by a route which we hold to be the most advantageous route? The merits of the route itself might make our subsidy unnecessary, were it not that Her Majesty's Government give a large bounty to a line running to Foreign Ports.

4. "It may be admitted that Canada was benefited by the rapid transmission of the mails through the United States, but she was no party to the arrangement as one which could never be revoked. Canada now thinks that she can arrange for the conveyance of her own mails to and fro by way of Quebec in summer, and Portland in winter, more rapidly and advantageously than by Boston and New York. Why should Her Majesty's Government discourage this new enterprise on the part of Her Majesty's subjects, and by a large subsidy drive the business only to the United States ports?

5. "As

5. "As a matter of course, we cannot ask for any breach of faith towards the present contractors; we cannot ask for a sudden termination to an arrangement of which we have had the full benefit; but we may surely ask that no renewal of that arrangement should be made without hearing what Canada has to say when the opportunity occurs. We may hope that no course will be pursued adverse to the principles of free trade by the continuance of a large bounty to the Boston and New York lines.

6. "Leave the natural advantages of the St. Lawrence and Portland route to find their own level in the market, and in the meantime do not use all the influence of the British Post-office, and the assumed meaning of the existing arrangement respecting the 6*d.* and 5*d.* postage, so as to bear as hardly as possible on the first effort of this Colony to open the St. Lawrence to a regular line of British steamers."

7. You will understand, sir, that I do not give these arguments as my own, but they express imperfectly the opinion of many Canadians, among whom are some members of my Council.

I have, &c.
(signed) *Edmund Head.*

Encl. in No. 5.

Enclosure in No. 5.

To His Excellency the Governor General, &c. &c. &c.

UPON the communication addressed to your Excellency by Mr. Secretary Labouchere, under date 17th July 1856, marked "Confidential," enclosing a correspondence between the Imperial Post-office Department and the Lords of the Treasury, on the subject of a demand on the Government of Canada for the payment of some part of the loss incurred by the Imperial Government in the maintenance of a line of mail steamers from Liverpool to Boston and New York *viâ* Halifax:

The Postmaster General has the honour to remark that he has failed to discover in this correspondence any new view of the case, or any stronger argument urged in support of the claim set up by the Lords of the Treasury since he had the honour to report to your Excellency on the Despatch of Mr. Secretary Labouchere, dated 6th February 1856, to which your Excellency's Despatch, No. 49 of the 12th March, refers.

It appears to have been entirely overlooked by the Lords of the Treasury that Canada was not a contracting party to the arrangement by which the subsidy to the Cunard line was granted, and it is of importance to note that throughout the negotiation between the British Government and Mr. Cunard there was no interference on the part of Canada, nor was her consent to such subsidy asked or obtained.

The Postmaster General cannot understand on what just principle the Lords of the Treasury claim from this Government a proportion of the loss incurred by the Imperial Government in the subsidizing a line of mail steamers, more especially as it has not been known that it was intended to make Canada a participator in profits, had the balance been the other way. Besides, there can be no better reason to seek relief of this kind from Canada than from the United States Government, although an application to the latter would have greater force, inasmuch as a very considerable portion of the correspondence between the United Kingdom and the United States is carried on by the Cunard line, and because the trips of the vessels of such line are made to and from Boston and New York, and in the conveyance of freight materially benefit the commercial interests of these ports.

It may also be urged that the Imperial Government had other views in subsidizing the Cunard line than merely the transmission of mail matter, in the same way that the Provincial Government in affording aid to the Canadian line were influenced by considerations entirely different from those of a mere postal character.

The Postmaster General observes with regret that Mr. Wilson, in his letter to Mr. Merivale, regards the employment of the Canadian steamers for postal purposes as an infraction of the arrangement of 1853. The contrary is the fact, as by that arrangement it is expressly provided by the Imperial authorities that "that portion of the correspondence which is conveyed *viâ* Halifax, or by a Canadian mail packet proceeding direct between Canada and England, will be charged 6*d.* In the former case 5*d* will be brought to the account of the British, and 1*d.* to the account of the Canadian office; in the latter case these proportions to be reversed."

With this clearly expressed understanding of the conditions upon which the postal business of the two countries should be conducted, your Excellency will perceive that Mr. Wilson's impression, that the Canadian Government had availed themselves of a proposal of the Home Government in a manner and under circumstances never intended, is entirely erroneous. Nor can the suppositions of his Grace the Postmaster General of Great Britain, that the establishment of these new steamers is very possibly a mere temporary arrangement, be admitted. On the contrary, so eminently successful has been the Canadian line in establishing the superiority of the St. Lawrence route that the Boards of Trade of the leading

leading cities of the Province concurs in pressing on the Government the necessity of increasing the subsidy to an extent adequate to the establishment and permanent maintenance of a weekly line.

This opinion of the Boards of Trade is strongly supported by the most influential journals in the Province, and with so much confidence of the soundness of its policy, that application to Her Majesty's Imperial Government is strongly urged for any aid which may be necessary beyond the financial ability of the Provincial Government to extend.

It is to be regretted that Mr. Wilson should regard the establishment of a Canadian line of mail steamers in the light of a "rival service," and the Government of this country as liable to the charge of violating the spirit of any postal arrangement with the mother country. The growing importance of this Province, politically and commercially, with the urgent necessity for protecting and extending its carrying trade by turning to account the great natural advantages which the St. Lawrence presents for a speedy communication with the mother country, rendered the establishment of a line of steamers a necessity; and the encouragement of the same by a subsidy an act of sound policy. By this line, British emigration will be directed to Canada, and merchandise be received by the importer much more speedily than by any other route.

Canada, justly proud that by her own means she has been enabled successfully to compete with long-established ocean steam lines for a share of the transatlantic passenger and freight trade, and confident of her ability to bring Chicago and the other rising American cities into direct communication with Great Britain, would regret that the efforts of her merchants, fostered by her Legislature and Government to demonstrate the great fact that the St. Lawrence opens to the Western States of the American Republic the shortest and cheapest route from Europe, should be regarded by the Home Government in the spirit of rivalry.

The success of the Canadian steam line helps to mark the rapid commercial progress of the Province, and its extension can neither be resisted nor long retarded; while the superior advantages it offers for emigration and commerce obviously point it out as the proper means for the transmission of mail matter.

Under these circumstances the Postmaster General respectfully submits that the Provincial Government ought not to be called on to pay any part of the loss which Great Britain has incurred in the subsidizing a line of steamers from Liverpool to Boston and New York, but (adopting the liberal opinion of Mr. Secretary Labouchere) that an arrangement entered into without Canada being a party to it should be allowed to subsist till the contract with Mr. Cunard has expired.

(signed) *Robert Spence*,
Post-office Department, 1 September 1856. Postmaster General.

— No. 6. —

No. 6.
Right Hon. H. Labouchere, M.P., to Governor Sir E. Head, Bart.
3 December 1856.

COPY of a DESPATCH from the Right Honourable *H. Labouchere*, M.P., to Governor Sir *Edmund Head*, Bart.

(No. 177.)

Sir, Downing-street, 3 December 1856.

HAVING communicated your Despatch, marked "Confidential," of the 2d September, to the Lords Commissioners of the Treasury, their Lordships have apprized me that the existing arrangement with respect to the Canadian mail service will continue until the expiration of Mr. Cunard's contract, when they hope an arrangement may be effected more in conformity with what they would regard as an equitable consideration for the finances of this country.

I have, &c.
(signed) *H. Labouchere.*

— No. 7. —

No. 7.
Right Hon. Sir E. B. Lytton, Bart., to the Right Hon. Sir E. Head, Bart.
15 March 1858.

COPY of a DESPATCH from the Right Honourable Sir *E. B. Lytton*, Bart., to the Right Honourable Sir *Edmund Head*, Bart.

(No. 13.)

Sir, Downing-street, 15 March 1858.

I TRANSMIT herewith the copy of a letter from the General Post Office on subjects connected with the postal communication with Canada, and I have to request that you will take such steps as may appear to you to be necessary for complying with the wishes of the Postmaster General.

10 March 1858.

I have, &c.
(signed) *E. B. Lytton.*

Encl. in No. 7.

Enclosure in No. 7.

Sir, General Post Office, 10 March 1858.

I AM directed by the Postmaster General to request that you will bring under the notice of Lord Stanley the following circumstances:

On the 29th May 1857, a letter was written to the Post-office of Canada, by direction of the Postmaster General, stating that the Postmaster General of the United States had expressed a desire that mails should be exchanged between Liverpool and Portland by means of the Canadian packets, which, during the winter months, land and embark the Canadian mails to and from this country at Portland. The Postmaster General of Canada was requested to state what rate should be charged for sea postage on the contents of such mails, and how such postage should be brought to account with Canada, to whom it would belong.

No reply to this letter having been received up to the 2d October last, a second letter was addressed on that date to the Postmaster General of Canada, pressing for an answer, and again, on the 20th January last (no reply having arrived) a further letter was written to him on this subject, pointing out that the winter was rapidly passing away without any steps having been taken for carrying out a measure which would be equally serviceable to this country and the United States, and also calling attention to the fact that it had come to the knowledge of the Postmaster General that, in the absence of a regular mail communication, shippers of goods were forwarding their bills of lading through the agents of the packets instead of through the post-office, to the injury of the revenue.

Up to the present time the letters on this subject remain unnoticed.

On the 26th April 1855, in consequence of a communication from the Canadian Post-office, stating that the delivery of letters forwarded from this country addressed to the district of Gaspé, in Canada, would be greatly accelerated if they were sent in the mails for New Brunswick, a letter was written to the Postmaster General of Canada, inquiring in what manner the postage due to Canada on letters so forwarded could be brought to account, as it would be necessary that this point should be settled before any arrangement for the transmission of letters in the mails for another Province could be adopted.

This question still remains unanswered, although, in consequence of complaint having been made by the public of their correspondence for Gaspé being sent by the circuitous route of Quebec, further letters were addressed to the Canadian Post-office on this subject on the 14th October last; and again on the 8th January last.

The Postmaster General, finding that he cannot obtain any reply from the Canadian Post-office on these two questions, feels himself under the necessity of requesting Lord Stanley to be good enough to communicate with the Governor General of Canada on the subject, and to direct him to call upon the Post-office authorities in Canada to furnish this department with replies to these two questions without further delay.

Herman Merivale, Esq., &c. &c. &c.

I am, &c.
(signed) *F. Hill.*

— No. 8. —

No. 8.
Governor Sir E. Head, Bart., to the Right Hon. Lord Stanley, M.P.
12 April 1858.

COPY of a DESPATCH from Governor Sir *E. Head*, Bart., to the Right Honourable Lord *Stanley*, M. P.

(No. 44.)

Government House, Toronto, C. W
12 April 1858.

(Received 26 April 1858.)

My Lord,

IN reply to your Despatch of the 15th of March, No. 13, respecting the postal communication between England and this Province, I have now the honour to enclose a copy of a minute of the Executive Council, approved by myself, together with copies of two letters from the Deputy Postmaster General of Canada, relating to the points noticed in the enclosure to your Lordship's Despatch.

10 April 1858.
3 April 1858.
10 April 1858.

I have, &c.
(signed) *Edmund Head.*

Encl. 1, in No. 8.

Enclosure 1, in No. 8.

COPY of a Report of a Committee of the Honourable the Executive Council, dated 10th April 1858. Approved by his Excellency the Governor General.

ON a memorandum, dated 6th April 1858 from the Honourable the Postmaster General, having reference to a proposition made by the Imperial authorities (with, it is understood, the concurrence of the United States Post-office) that there should be an interchange of mails

mails between Portland and Liverpool by the Canadian ocean steamers in their winter voyages between those ports.

The Postmaster General submits that it is unquestionably very desirable that the Canadian mail-packets should become a medium for the transmission of correspondence between the United States and Great Britain, and provision was made for this object in the new contract for a weekly service, to take effect in the spring of 1859, but that the arrangement should be of a more comprehensive character than is indicated by the Imperial proposal; and in view of the superior facilities which the railway route through Canada, from Chicago and Detroit to Quebec, affords to the communication between the North-Western States and the seaboard, that the scheme should be so framed as to leave the channel of transmission by the Canadian packets to and from Europe open throughout the year for such correspondence as the British and the American public might, on either side, desire to forward by these steamers.

That during winter an exchange of mails between Portland and Liverpool may possibly be conveniently made to include correspondence to and from the whole of the United States, but during summer to give effect to the general arrangement suggested by him, it would be necessary to name other places in the United States as points of exchange; that Detroit, Chicago, and Buffalo would probably be the most suitable places on the western frontier, and that the Postmaster General of the United States would, no doubt, be able to select convenient points for the accommodation of the correspondence of the eastern sections of the Union.

The Postmaster General recommends that Canada should take on letters to and from the United States at the same rate of sea-postage as on Canadian letters, viz., 4 *d.* sterling per ½ oz., and on newspayers 2 cents each.

That the postage revenue thus accruing to Canada on the mail exchanges between England and the United States, should be brought by the Imperial Post Office to the credit of Canada in the account now kept between the Imperial and Canadian post offices, as it would be desirable to avoid the creation of an account of this nature with the United States, dependent as it would be on the adjustment of items between the Liverpool and American offices.

The Committee concur in the suggestions of the Postmaster General, and respectfully recommend his report for adoption.

Certified,
W. H. Lee, C. E. C.

Enclosure 2, in No. 8.

Encl. 2, in No. 8.

Sir, Post Office Department, Toronto, 3 April 1858.

I HAVE the honour, by the direction of the Postmaster General, to acknowledge the receipt by him of your letter of the 1st instant, with a copy of a Despatch from the Right Honourable the Secretary of State for the Colonies, transmitting a letter from the General Post Office, London.

The matters referred to in this correspondence have not been brought under the Postmaster General's notice since his appointment to office, save through an informal communication from the Grand Trunk Railway authorities, which led to a correspondence with the proprietor of the Canadian steam-ships, with a view to coming to some decision on the subject.

Mr. Allan, the contractor, is to be in Toronto in the course of a few days, and, until an interview has been had with him, it will not be possible to arrive at any definitive conclusion without risking injury to the public interests; but I am directed to state, very respectfully, for the information of his Excellency the Governor General, that no time will be lost by the Postmaster General in taking up and disposing of the matter in obedience to his Excellency's wishes.

I have, &c.
(signed) *W. H. Griffin*,
Deputy Postmaster General.

R. T. Pennefather,
Governor's Secretary, &c. &c.

Enclosure 3, in No. 8.

Encl. 3, in No. 8.

Sir, Post Office Department, Toronto, 10 April 1858.

I HAVE the honour to state, in reply to your note of yesterday, that no time was lost by the Postmaster General after receiving his Excellency's intimation of the Despatch from Lord Stanley, in submitting to Council a report upon the subjects referred to, for it needed the authority of Council to enable him to deal with them; and I may take this opportunity of observing that the necessity for deferring to this authority in a matter which appeared to go beyond the legitimate boundary of mere departmental action, had in fact been the main cause of the delay complained of by the Imperial authorities.

In this I speak of the important subject of the transmission of the United States mail by the Canada Government steam-packets, for, as regards the trivial matter of how the colonial penny a letter upon letters sent from England to the district of Gaspé, *viâ* New Brunswick,

should be apportioned; there has been some misunderstanding, for the Department was under the impression that the Imperial Post Office was aware that it was at perfect liberty to deal with the question as it thought fit; and no recent letters upon the subject, as quoted, have been received. A letter to this effect has been addressed to the General Post Office, London.

I have, &c.
(signed) *W. H. Griffin*,
Deputy Postmaster General.

R. T. Pennefather, Esq.,
Governor's Secretary.

— No. 9. —

No. 9.
Right Hon. Lord Stanley, M. P., to Right Hon. Sir E. Head, Bart.
15 May 1858.

(No. 46.)

COPY of a DESPATCH from the Right Honourable Lord *Stanley*, M. P., to the Right Honourable Sir *Edmund Head*, Bart.

Sir, Downing-street, 15 May 1858.

HAVING submitted for the consideration of the Postmaster General, your Despatch, No. 44, of the 12th ultimo, relative to the postal communication between this country, Canada, and the United States, I now transmit for your information, the copy of a letter from his Lordship's Secretary; and I have to request that the information therein required may be supplied to me for the purpose of being communicated to his Lordship.

7 May 1858.

I have, &c.
(signed) *Stanley*.

Encl. in No. 9.

Enclosure in No. 9.

Sir, General Post Office, 7 May 1858.

HAVING laid before the Postmaster General your letter of the 30th ultimo, enclosing the copy of a Despatch from the Governor of Canada, relative to the proposed despatch of mails between Liverpool and Portland, by the line of mail packets maintained at the cost of the Canadian Government, I am directed by his Lordship to acquaint you, for the information of Lord Stanley, that, so far as this department is concerned, there is no objection to the further proposal for the transmission of letters to and from the United States, during the summer, by way of Canada, when the writers desire that their correspondence should be forwarded by that route.

A suggestion to that effect had already been under the consideration of the Postmaster General; and, in letters dated the 20th ultimo, the views of the United States and Canadian Post Offices respecting it were requested by his Lordship.

The concurrence of the United States in this part of the arrangement is alone wanting to enable the measure to be carried into effect.

The Canadian Government agree to accept a rate of 4 *d.* the half-ounce as the postage for the sea conveyance of United States letters by their packets, but no reference is made in the Governor's Despatch to the further rate which will be chargeable for the inland conveyance in the Colony of letters sent in summer *viâ* Canada. On this point, therefore, further inquiry is necessary.

In the scheme for a new postal treaty, submitted by this department more than a year since to the United States Post Office, it was proposed that the transit rate to be paid by the British Office to the United States Office on letters sent through the United States, and by the United States Post Office to the British Office on letters sent through the United Kingdom, should be uniformly 1 *d.* per letter, not exceeding the half-ounce, or 4 *d.* per ounce on letters weighed in bulk, at the option of the paying country; and the Postmaster General is of opinion that the Canadian transit rate on the correspondence between the United Kingdom and the United States may very properly be placed upon the same footing.

As, according to the wish expressed by the Canadian Government, the settlement of the account for the transit is to be left to this office, and England would, therefore, be the paying country, the Postmaster General names 1 *d.* per half-ounce letter as the transit rate to be fixed. Canada would, consequently, be entitled to 4 *d.* for every half-ounce letter conveyed by its packets to and from Portland, and to 5 *d.* for every half-ounce letter conveyed by its packets between Liverpool and Quebec, and across the Canadian territory, to or from the United States.

By the existing postal treaty with the United States, inland rates of 2½ *d.* in the United States, and 1½ *d.* in the United Kingdom, are established for letters exchanged between the two countries; and although the treaty does not apply to letters conveyed by other than British

British or United States mail-packets, letters conveyed by a Canadian mail-packet would, of course, be charged with like inland rates, so long as this treaty continues in force.

The total amount thus calculated would be:

In winter, when the packets go to Portland—

	d.
British inland rate	1½
Canadian sea rate	4
United States inland rate	2½
Total	8

In summer, when the packets go to Quebec—

	d.
British inland rate	1½
Canadian sea rate	4
Canadian transit rate	1
United States inland rate	2½
Total	9

As already stated, proposals for a new treaty were made some time since to the United States Post-office, and it may be hoped that, before long, an arrangement reducing considerably the present rates of postage may be concluded; but until that desirable object be attained, it would obviously be inconvenient and objectionable to levy from the public on letters sent to and from the United States by Canadian packets a rate different from that levied on letters conveyed by the packets subsidised by the British and United States Governments, and, consequently, it will be requisite to make the charge uniformly 1 *s.* per half-ounce for letters conveyed by any one of the three lines of packets.

This will leave the sum of 4 *d.* on letters conveyed to or from Portland, and the sum of 3 *d.* on letters conveyed to or from Quebec, to be appropriated; and the Postmaster General proposes, as an arrangement which can hardly fail to be considered equitable towards all parties, that, pending the negotiation for a reduction in the total rate, these sums of 3 *d.* and 4 *d.* respectively, shall be equally divided between the British, the United States, and the Canadian Offices.

I am to request that Lord Stanley will have the goodness to ascertain as early as possible whether the Government of Canada agrees to the foregoing suggestions, in which case the Postmaster General will at once communicate with the Postmaster General of the United States, and invite his concurrence.

I have, &c.
(signed) *Rowland Hill.*

H. Merivale, Esq., &c. &c. &c.
Colonial Office.

— No. 10. —

(No. 83.)

No. 10.
Governor Sir E. Head, Bart. to Right Hon. Sir E. B. Lytton, Bart. M. P.
25 June 1858.
19 June.

COPY of a DESPATCH from Governor Sir *E. Head*, Bart., to the Right Honourable Sir *E. Bulwer Lytton*, Bart. M. P.

Government House, Toronto, 25 June 1858.

Sir, (Received, 12 July 1858.)

I HAVE the honour to enclose a copy of a letter from the Postmaster General, in reply to Lord Stanley's Despatch (No. 46) of the 15th May last, relative to certain points connected with the transmission of United States letters by the Canadian mail packets.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 10.

Encl. in No. 10.

Sir, Post Office Department, Toronto, 19 June 1858.

REFERRING to your letter of the 7th instant, enclosing the copy of a Despatch and Enclosure from the Secretary of State relative to postal communication between Great Britain, Canada, and the United States, I have the honour to recommend that an assent be given to the suggestion of the Imperial Post Office that one penny sterling be taken as the Canadian inland rate per half-ounce letter on United States letters in transit.

With regard to the second proposition in Mr. Rowland Hill's letter, that the charge on a letter between the United States and Great Britain, *viâ* Canadian steamers, should be, not

not the simple aggregate of the amounts representing the United States inland, Canada inland, Canada packet, and British inland rates, namely, *viâ* Canada, in summer, 9*d.*, and *viâ* Portland, in winter, 8*d.* sterling per half-ounce, but an arbitrary rate of 1*s.* per half-ounce, the excess being added to raise the total charge to the level of the rate by other channels, I have the honour to state that I should very reluctantly concur in the propriety of demanding from the public a higher charge than the actual postage rates agreed upon, and that I should prefer to solicit the Imperial authorities not to press this proposition.

However, should the British Post Office be unwilling to yield the point, the excess of charge, being relatively upon the sea portion of the conveyance, should at all events be placed entirely to the credit of Canada, as the party furnishing the sea conveyance.

In other words, the Imperial proposition is that Canada, instead of carrying out her intention of charging British and United States letters like her own, 4*d.* per half-ounce as a sea rate, should charge for the sea conveyance 7*d.* per half-ounce in summer, and 8*d.* in winter, and, whilst desirous of adhering to the proffer of the lower rate, it is not obvious on what possible grounds, if the higher sea rate be insisted on, any portion of it could be assumed to belong to the post-offices of either Great Britain or the United States.

I have, &c.
(signed) *Sidney Smith*,
Postmaster General.

R. T. Pennefather, Esq.,
Governor's Secretary, Toronto.

— No. 11. —

(No. 37.)

No. 11.
Right Hon. Sir E. B. Lytton, Bart. M.P. to Sir E. Head, Bart.
10 August 1858.

30 July.

COPY of a DESPATCH from the Right Hon. Sir *E. B. Lytton*, Bart. M.P. to the Right Hon. Sir *Edmund Head*, Bart.

Sir, Downing-street, 10 August 1858.

WITH reference to your Despatch, No. 83, of the 25th June, I transmit the copy of a letter from the General Post Office, relating to subjects connected with the transmission of correspondence between England and the United States *viâ* Canada.

I have to express my hope that the contents of this letter will receive the careful consideration of the Provincial Government.

I have, &c.
(signed) *E. B. Lytton.*

Encl. in No. 11.

Enclosure in No. 11.

Sir, General Post Office, 30 July 1858.

HAVING laid before Lord Colchester your letter of the 21st instant, enclosing the copy of a Despatch from the Governor of Canada, and of a letter from the Postmaster General of that Colony, I am directed by his Lordship to request that you will submit to Secretary Sir E. Bulwer Lytton the following observations upon those papers.

I am, in the first place, to state that, since the Despatch of my letter to you of the 7th May last, a communication has been received from the Postmaster General of the United States, by which it appears that, although anxious for an exchange of mails between Liverpool and Portland by means of the Canadian mail packets, when not conflicting with the regular British and United States mail packets, he is not prepared to enter into any arrangement for the transmission of correspondence between the two countries during the summer by way of Canada.

With regard to the mails between Liverpool and Portland, the Postmaster General of the United States observes, that the correspondence so transmitted should be "accounted for between the two offices under the provisions of the existing postal treaty, and the sea postage adjusted in such manner as will be mutually satisfactory to each department."

Lord Colchester is of opinion that the arrangement proposed in my letter of the 7th May last is the only one calculated to fulfil these conditions.

As explained in that letter, proposals have been made to the United States Post Office for the conclusion of a new treaty, and if, as his Lordship confidently expects, the reduction desired by Lord Colchester can be obtained, a total rate of 6*d.*, of which 4*d.* will represent the sea postage, will be established for all the correspondence exchanged between the United Kingdom and the United States by the mail packets of either country.

Under such circumstances, his Lordship will gladly consent to apply the reduced rate to letters conveyed by the Canadian mail packets. But so long as the existing total rate of 1*s.* for letters conveyed by British or United States packets remains in force, he could not propose to the United States Post Office, or himself agree to, a lower rate for the letters that may be sent by the Canadian packets.

Such an arrangement would be objectionable on account of the inconvenience always resulting from varying rates; and further, because it would undoubtedly tend to divert to

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the Canadian line of packets letters that would, with a uniform charge advantageously be forwarded by the packets maintained by the British and United States Governments.

It must be borne in mind that the contract for the North American mail service (and which has just been renewed at a very heavy cost) imposes upon this country a considerable loss, and, on this account, it would not be right to adopt any arrangement by which letters would be withdrawn from the British packets, not because their delivery would be accelerated by such a course, but solely through the competition produced by a lower rate of postage in one case than in the other.

Seeing, therefore, that neither the British nor the United States Governments could be expected to consent to the charge on letters carried between the United Kingdom and the United States by Canadian mail packets being fixed, at present, at a lower sum than 1 *s.* per letter not exceeding half-an-ounce, Lord Colchester trusts that this point will not be urged by the Government of Canada.

With respect to the appropriation of this postage, his Lordship cannot admit that the Canadian Post Office has any claim to more than its sea rate, added to one-third of the additional sum proposed to be charged for the sake of maintaining uniformity, and he could not consent either to adopt himself, or to propose to the United States Post Office any other division of the postage. I am to express, therefore, his Lordship's hope that Sir Edward Lytton will concur in this view, and will use his best exertions to induce the Government of Canada to agree to the proposal made in my letter of the 7th May, above referred to.

And as the time is drawing near when the packets will recommence the service between Liverpool and Portland, his Lordship will be glad if an early decision can be arrived at, so as to enable him to communicate with the Postmaster General of the United States before that period.

I have, &c.
(signed) *J. Tilley.*

H. Merivale, Esq., &c., &c., &c.
Colonial Office.

— No. 12. —

(No. 86.)

No. 12.
Governor Sir E. Head, Bart. to Right Hon. E. B. Lytton, Bart. M. P.
30 June 1858.

COPY of a DESPATCH from Governor Sir *E. Head*, Bart., to the Right Hon. Sir *E. B. Lytton*, Bart., M. P.

Government House, Toronto,
30 June 1858.
(Received 17 July 1858.)

Sir,

I HAVE the honour to enclose copies of a correspondence which has taken place between myself and the Earl of Mulgrave, the Lieutenant Governor of Nova Scotia, with reference to the cost of conveyance of the Canadian mails through that Province. I also enclose a report of the Postmaster General of Canada, and a Minute of the Executive Council of Canada on such report.

Lord Mulgrave, 12 June 1858
Sir E. Head, 30 June 1858.

I confess I think that the ground taken by the Canadian Government in this matter is in itself reasonable, although I regret the difference of opinion with one of our sister Colonies. It is obvious that, if the claim is a fair one on the part of Nova Scotia, it is equally admissible on behalf of New Brunswick. Now the delay in conveying the English mail, or any portion of it through Nova Scotia and New Brunswick, is such as often more than doubles the time ordinarily taken in conveying any packet from Liverpool to Toronto by Quebec, Portland, Boston, or New York. That the inconvenience should be acquiesced in as a necessary part of Post Office arrangements made in England is one thing, but that Canada should be required to pay extra on account of such inconvenience is another. In addition to the question of delay, I can myself confirm the statement made by the Postmaster General to the effect that the mails conveyed by this route are often damaged. I have in my own possession one or two books forwarded to me by post by my bookseller in London which have been so much stained by wet and exposure as to be spoiled.

I am clearly, therefore, of opinion that it would be most desirable for Canada in time of peace that all the mail bags from England addressed to this Colony should be sent altogether by the ordinary Cunard steamers to Boston and New York, or by the Canadian mail steamers to Quebec or Portland, according to the season of the year.

If this cannot be done consistently with the present postal arrangements respecting books, &c., at any rate, I conceive that there will naturally be great reluctance on the part of Canada to pay the Government of Nova Scotia or New

Brunswick solely on account of the maintenance of a postal route which is a positive source of delay and inconvenience rather than an accommodation to the people of this Province.

I have, &c.
(signed) *Edmund Head.*

Encl. 1, in No. 12.

Enclosure 1, in No. 12.

The Earl of *Mulgrave* to Sir *Edmund Head.*

Government House, Halifax, N.S.,
Sir, 12 June 1858.

I HAVE the honour to enclose a copy of a Minute of Council of which I have approved, and to request that you will have the goodness to call the immediate attention of the Post Master General of Canada to the subject to which it relates.

I find that, in consequence of a similar recommendation from the Postal Committee of the House of Assembly in 1856, this subject was then brought under the notice of the Canadian Government, but no steps have since been taken to meet the difficulty, and the Post Office Committee having again recommended that those portions of the English and Canadian mails which pass through this Province should not be forwarded after the 1st of August next, unless some satisfactory arrangement can be arrived at, my Government will feel constrained, however reluctantly, to give effect to this recommendation.

I beg, at the same time, to assure you that they will be most anxious in every way to facilitate a settlement of this question, and that it would cause them the deepest regret to interfere in any way with the postal arrangements between Canada and England.

The contractors, however, having refused to convey these mails without further remuneration, and the Assembly having declined to provide the requisite funds, your Excellency will at once see that they have no alternative left, unless the Canadian Government will agree to make some allowance for that purpose.

I trust that you will find it convenient to inform me, as soon as possible, of the decision of your Government, in order that the result may be communicated to the Home Authorities.

I have, &c.
(signed) *Mulgrave.*

At a Council held at Halifax, 29 May 1858.

Present:—The Right Honourable the Earl of Mulgrave, Lieutenant Governor, &c. &c. &c.

READ a letter, dated 26th May instant, addressed to the Provincial Secretary by the Postmaster General, calling attention to an extract from the Report of the Post Office Committee of the last Session of the Legislative Assembly, in which it is recommended "that immediate measures be adopted by this Government to obtain certain amounts due to Messrs. Archibald and Hyde for the carriage of the English and Canada mails, and also to effect an arrangement for the future payment of that service, or that otherwise the Postmaster General be ordered not to forward such mails after 1st August next."

Reference being had to the previous correspondence on this subject, it is the opinion of the Lieutenant Governor and Council that the Government of Canada should have their attention again called to the subject, and be requested to make the provision and arrangement indicated in the report, and that it be respectfully intimated that in the event of the omission by the Canadian Government to meet the views of the Legislative Assembly in this respect before the 1st August next, this Government will feel constrained to give effect to the recommendation of the Committee of the House of Assembly, by directing the Postmaster General at Halifax not to forward the English mails to Canada after that date.

Certified to be a true copy from the Minutes.

Wm. H. Keating, D.C.C.

Encl. 2, in No. 12.

Enclosure 2, in No. 12.

Sir *Edmund Head* to the Earl of *Mulgrave.*

My Lord, Government House, Toronto, 30 June 1858.

I HAVE had the honour of receiving your Lordship's Despatch of the 12th instant with the Minute of Council which it enclosed.

It is with regret that I have to inform your Lordship that the Executive Council here entirely decline to advise me to authorise any such payment as that which is desired on the part of Nova Scotia, and I enclose a copy of a report from the Postmaster General of Canada on this subject, together with a copy of the Minute of the Council, approved by myself.

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The maintenance of the postal route to Canada through Nova Scotia and New Brunswick is no accommodation to this Colony; on the contrary, the delay in the transmission of the mails, and the damage from wet and exposure to which books are exposed in the course of such transit, make the continuance of this system an inconvenience rather than a benefit to us.

Your Lordship will readily see that it is one thing to submit to this inconvenience as a part of existing postal arrangements with the mother country; but it is a different matter altogether to pay a special consideration for its continuance as if it were a benefit to Canada.

I have communicated to Her Majesty's Government a copy of this correspondence with your Lordship, as well as a copy of the Minute of Council, and the Report of the Postmaster General, and I will take care that a similar communication is made to his Excellency the Lieutenant Governor of New Brunswick, as the principle of indemnity, if admitted by us, is equally applicable to that Province also.

I have, &c.
(signed) *Edmund Head.*

Sub-Enclosure 1, in Enclosure 2.

Post Office Department, Toronto, 19 June 1858.

The Postmaster General has the honour to report for the consideration of his Excellency the Governor General in Council upon the accompanying Despatch enclosed to him on the 18th instant, that a communication was addressed to the Imperial Post Office authorities, on the 18th day of May last, calling their attention to the expediency of restricting the Despatch of the book post and all other matter ordinarily sent from England to Canada *viâ* Halifax, during summer at least, to the mails made up for the Canadian mail steamers. As an instance of the disadvantages attending the overland route, it was cited that book post matter, post marked London, 29th March, and sent from England *viâ* Halifax, by Cunard packet of 10th April, had only on the 18th May reached Toronto, and in the most deplorable condition from wet and friction, in passing over the 700 miles of waggon road from Halifax to Quebec, whilst the Canadian steamer which left Liverpool on the 21st April would have landed that very book post at Quebec on the 2d May, in as perfect order as when it left England. It was stated, moreover, that advice had just been received that the mails by the Canadian steamer "North American," with Liverpool dates to the 6th of May, would reach Toronto that day (18th May), thus arriving as soon as the Liverpool book mail of the 10th April, *viâ* Halifax and Quebec, or in about 13 days from London to the city of Toronto, with the essential advantage of delivering all printed matter in as good condition as when despatched from London; whereas *viâ* Halifax, 30 days, or as in the case instanced, 38 days, may be occupied, and after all, the matter sent be vexatiously injured, and not unfrequently destroyed. It was finally intimated that this department would gladly concur in the entire cessation of all transmission between Canada and England *viâ* Halifax.

The Postmaster General begs further to state that a communication had been previously received from the Postmaster General of New Brunswick, bearing on the same subject to which the Despatch from the Lieutenant Governor of Nova Scotia relates; that to this communication a reply was returned on the 17th of May ultimo.

The proposition from the Postmaster General of New Brunswick was that Canada should in some shape give an equivalent to his department for the following transit services performed by New Brunswick:

1st. In conveying over the River St. John Valley route mails passing between England and Canada.

2d. In conveying similar matter over the Gulf route between England and Gaspé.

3d. In carrying mails between Canada and Nova Scotia.

The answer from this department explained that the transmission of Canadian mail matter from and to England *viâ* the Lower Provinces, is an Imperial rather than a Provincial arrangement, and only takes place in obedience to regulations of the General Post Office, England, to which Canada with reluctance conforms.

In view of the foregoing considerations, the Postmaster General respectfully submits to his Excellency that no advantage whatever is secured, but rather injury sustained, in time of peace, by Canada, from the transmission of mails through the Provinces of Nova Scotia and New Brunswick.

That in the event of a war with the United States, the Canadian Government would expect, as a matter of course, to enjoy the right of carrying their mails, at their own expense, through British territory.

That he cannot recommend that any payment should be made for the transport of the mails through Novia Scotia or New Brunswick in time of peace.

That he recommends that the suggestion contained in the concluding paragraph of the departmental communication first above referred to should be adopted, and that Her Majesty's Government should be requested to forward all Canadian mails, either by the

Canadian mail packets to Quebec or Portland, or by the Cunard line to Boston or New York, as the case may be, and that intimation of such decision be given to the Provinces of Novia Scotia and New Brunswick.

(signed) *Sidney Smith*,
Postmaster General.

Sub-Enclosure 2, in Enclosure 2.

COPY of a REPORT of a Committee of the Honourable the Executive Council, approved by His Excellency the Governor General the 30th June 1858.

THE Committee have had before them a Report, dated 19th June 1858, from the Honourable the Postmaster General, on a Despatch of the 12th of the same month from the Lieutenant Governor of Nova Scotia, enclosing copy of an Order in Council (29th May 1858), on the subject of the cost of transport of the English and Canadian mails through that Province, and intimating that unless arrangements be made by Canada before the 1st August next to defray that expense, the English mails to Canada will not be forwarded after that date.

The Postmaster General reports that a communication was addressed to the Imperial Post Office authorities on the 18th day of May last, calling their attention to the expediency of restricting the despatch of the book post, and all other matter ordinarily sent from England to Canada *viâ* Halifax, during summer at least, to the mails made up for the Canadian mail steamers, on account of the delay and other disadvantages he describes as attending the transmission of postal matter by the overland route; that a communication had been previously received from the Postmaster General of New Brunswick, to the effect that Canada should, in some shape, give an equivalent to his department for the following transit services performed by New Brunswick:

1st. In conveying over the River St. John Valley route mails passing between England and Canada.

2d. In carrying similar matter over the Gulf route between England and Gaspé.

3d. In carrying mails between Canada and Nova Scotia.

That the answer from that department explained that the transmission of Canadian mail matter from and to England *viâ* the Lower Provinces, is an Imperial rather than a Provincial arrangement, and only takes place in obedience to regulations of the General Post Office, England, to which Canada with reluctance conforms.

In view of the foregoing considerations, the Postmaster General submits that no advantage whatever is secured, but rather injury sustained, in time of peace, by Canada, from the transmission of mails through the Provinces of Nova Scotia and New Brunswick.

That in the event of a war with the United States, the Canadian Government would expect as a matter of course to enjoy the right of carrying their mails, at their own expense, through British territory.

That he cannot recommend that any payment should be made for the transport of the mails through Nova Scotia or New Brunswick, in time of peace.

He finally recommends that it be intimated to the authorities of Nova Scotia and New Brunswick, that this Government will gladly concur in the entire cessation of all transmission between Canada and England *viâ* Halifax, and that Her Majesty's Government be requested to forward all Canadian mails, either by the Canadian mail packets to Quebec or Portland, or by the Cunard line to Boston or New York, as the case may be.

The Committee submit the recommendations and suggestions of the Postmaster General for approval.

Certified.

(signed) *W. H. Lee*, C. E. C.

No. 13.
Secretary Sir E. B. Lytton, Bart. M.P. to Governor Sir E. Head, Bart.
20 August 1858.

— No. 13. —

(No. 44.)

COPY of a DESPATCH from Secretary Sir *E. B. Lytton*, Bart. M. P., to Governor Sir *Edmund Head*, Bart.

Sir, Downing-street, 20 August 1858.

I HAVE to acknowledge your Despatch, No. 86, of the 30th June, enclosing copies of a correspondence with the Lieutenant Governor of Nova Scotia, relative to the cost and inconvenience of sending the English mails for Canada through Nova Scotia.

12 August 1858.

Having referred your Despatch for the consideration of the Postmaster General, I enclose, for your information, the copy of a letter which I have received

received from one of his Lordship's secretaries on the subject, together with a notice, notifying the discontinuance of the practice of sending newspapers and books addressed to Canada *viâ* Halifax.

I am, &c.
(signed) *E. B. Lytton.*

Enclosure in No. 13. Encl. in No. 13.

My Lord, General Post Office, 12 August 1858.

With reference to your Lordship's letter of the 5th instant, covering the copy of a Despatch and of its Enclosures from the Governor of Canada, on the subject of the transmission of mails for Canada by way of Nova Scotia, I am directed by the Postmaster General to acquaint you, for the information of Secretary Sir Edward Bulwer Lytton, that in June last, in consequence of a communication which was received from the Postmaster General of Canada, his Lordship gave directions that no newspapers or book packets for Canada should thenceforward be sent *viâ* Halifax, so that, at present, letters only are dispatched by that route. I enclose a copy of the notice to the public which was issued, on the occasion referred to, by this department.

The Postmaster General desires me to add that, under the steps that have now been taken by the Legislature of Nova Scotia, and the opinion expressed by the Governor of Canada, he proposes to issue a further notice, pointing out that no mails for Canada will be forwarded *viâ* Halifax, and that consequently letters can only be sent through the United States or by Canadian mail packet.

I have, &c.
(signed) *J. Tilley.*

The Earl of Carnarvon, &c. &c. &c.
Colonial Office.

Sub-Enclosure in No. 13.

Mails for Canada.

The Postmaster General of Canada having represented that great difficulty and delay is experienced in the conveyance through Nova Scotia and New Brunswick of newspapers and book packets addressed to Canada, and marked "*viâ* Halifax," and having strongly urged that their transmission by that route should, in future, be discontinued, newspapers for Canada will henceforth be forwarded either by way of the United States, or by Canadian mail packets.

As book packets for Canada cannot be transmitted by way of the United States, except at the letter-rates of postage, such printed matter will only be forwarded by Canadian mail packet.

By command of the Postmaster General.

Rowland Hill, Secretary.

General Post Office, 17 June 1858.

— No. 14. —

(No. 119.)

Copy of a DESPATCH from Governor Sir *E. Head*, Bart. to the Right Honourable Sir *E. B. Lytton*, Bart. M. P.

No. 14.
Governor Sir E. Head, Bart. to Right Hon. Sir E. B. Lytton, Bart. M.P.
11 September 1858.

Quebec, 11 September 1858.

Sir, (Received, 27 September 1858.)

I have the honour to enclose a copy of a Minute of the Executive Council of Canada, approved by myself, on the subject of a postal subsidy to the Quebec line of steamers, similar to that now existing to New York.

6 September 1858.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 14. Encl. in No. 14.

Copy of a Report of a Committee of the Honourable the Executive Council, dated 6th September 1858, approved by his Excellency the Governor General.

On a letter from the Honourable W. H. Merritt, M. P. P., enclosing a Report of the Select Committee of the Legislative Assembly on Home and Foreign Trade; also, a copy of the names of the members of the Legislative Council and Assembly, showing the unanimous

mous feeling in favour of a joint Address to Her Majesty for a like postal subsidy to Quebec as now exists to New York; which Address was recommended by the Select Committee, whose report was not printed in time; and trusting that your Excellency and Council will deem it of sufficient importance to call the attention of the Colonial Secretary to the subject:

The Committee of Council respectfully recommend that Messrs. Cartier and Gatt be requested, when in England, to put themselves in communication with Her Majesty's Government on the subject of the postal subsidy referred to, and on the subject of the Atlantic mail service generally.

Certified,
Wm. H. Lee, C. E. C.

— No. 15. —

No. 15.
Secretary Sir E. B. Lytton, Bart. M.P. to Governor Sir E. Head, Bart.
30 Sept. 1858.

(No. 65.)

COPY of a DESPATCH from Secretary Sir *E. B. Lytton*, Bart. M. P. to Governor Sir *E. Head*, Bart.

Sir, Downing-street, 30 September 1858.

I HAVE to acknowledge the receipt of your Despatch, No. 119 of the 11th September, enclosing a minute of the Executive Council of Canada, on the subject of a postal subsidy to the Quebec line of steamers, similar to that now existing to New York.

I am, &c.
(signed) *E. B. Lytton.*

— No. 16. —

No. 16.
Right Hon. Sir E. B. Lytton, Bart. to Right Hon. Sir E. Head, Bart.
26 Nov. 1858.

(No. 88.)

COPY of a DESPATCH from Right Honourable Sir *E. B. Lytton*, Bart. M. P. to Right Honourable Sir *E. Head*, Bart.

Sir, Downing-street, 26 November 1858.

IN reference to previous correspondence which has passed on the subject of postal arrangements between this country, Canada, and the United States, and particularly with regard to your Despatch of the 25th of June, and a letter from the General Post Office of the 30th July, enclosed in my Despatch to you of the 10th August, I now forward copies of a letter addressed to this office by Mr. Galt, the Inspector General of Canada, and of the answer which I have received from Lord Colchester on the subject, I will only add that I feel much satisfaction in forwarding a communication which will, as I hope, meet the wishes of your Government, and evince to the Colony the sincere desire entertained by Her Majesty's Government to afford all possible support and protection to Canadian interests.

Mr. Galt, 11 Nov.
P. O. 23 Nov.

I have, &c.
(signed) *E. B. Lytton.*

Encl. 1, in No. 16.

Enclosure 1, in No. 16.

3 Charles-street, St. James's, London,
My Lord, 11 November 1858.

REFERRING to the interview which I had the honour to have with your Lordship on the subject of the postal arrangements between the United Kingdom and Canada, and in obedience to the instructions which I hold from the Government of Canada, I beg to submit, for the consideration of Her Majesty's Government, certain points in which the interests of that Province are most seriously affected.

The efforts and resources of Canada have been for many years studiously directed to developing the trade of the St. Lawrence, which is the natural outlet, not only of the Province, but also of the American States bordering on the great lakes. Almost our whole direct public debt, amounting to 7,000,000 *l.* sterling, has been created in view of this object, and we have confidently looked forward to the completion of our canal and railway systems for obtaining such

such a share of this commerce as might render our Provincial works productive, and relieve our revenue of the very heavy charges upon it for interest on this expenditure. By the outlay referred to, we have succeeded in reducing the charges for inland freight from the great lakes to Montreal and Quebec nearly one-half less than to New York; but the ocean freight from these respective ports to Liverpool is in a still greater proportion in favour of New York, and, consequently, the trade continues to seek that channel. The aim of the Canadian Government has, therefore, been turned to the best mode of reducing the ocean freight to a par with that from New York; and it has been conclusively shown by the evidence taken before Parliamentary Committees in Canada, that the large subsidies paid by the British and United States Governments to their respective lines of steamships have operated as a direct bounty to the ports of New York and Boston, reducing freights to and from these cities, and so far defeating the object of Canada, and drawing the Provincial trade mainly into American channels.

In the initiation of the mail service to America, there were no doubt cogent reasons why the United States' ports should be the ultimate destination of the British steamships, and Canada never complained of her interests being neglected in these original arrangements. But of late years it has become painfully manifest to the whole public of the Province, that the continued operation of the large subsidy to vessels plying to New York and Boston was exceedingly detrimental to them, and far overbalanced the convenience of the mail service. So strong did this feeling become, that the Government of Canada felt compelled to undertake a direct mail service with Liverpool, from the St. Lawrence, fortnightly in summer, and monthly to Portland (U. S.), the terminus of the Grand Trunk Railway, in winter. This line has been in successful operation for two years, and has proved so satisfactory that the Government have contracted for a weekly service during the entire year, at a very heavy cost, 55,000 *l.* annually. These facts are, no doubt, already within the knowledge of Her Majesty's Government.

The operation of the Canadian line of steamships has conclusively shown that the St. Lawrence is the best and most direct route to Canada and the Western States. And it certainly was the confident expectation of Canada that when the period arrived for considering the continuance of the contract for the mail service performed by the Cunard line, communication would have been had with the Colony on the subject, especially as it had been shown by our acts that the existing arrangements were not satisfactory, either for the mail service or the commerce of that important Dependency of the Empire. It was also considered that in view of Canada having established a direct line, at a heavy expense (although only about one-fourth of that paid for a similar service to the Cunard line by the British Government), no renewal of the contract could take place without negotiations to which Canada might be a party.

The Canadian public will therefore learn with much feeling and profound regret, that it has pleased Her Majesty's Government to renew the contract referred to till 1867, without any opportunity having been afforded to the Government of Canada to urge such arrangements as would have been conducive to the prosperity of the Colony. The line now subsidised by the British Government, although touching fortnightly at Halifax, is essentially an American line, and directly prejudicial to Canada. It is, in fact, wholly devoted to the trade between the United Kingdom and the United States, offering a direct bounty to the United States' ports of New York and Boston against the British Colonial ports in the St. Lawrence, thus placing the mother country in the invidious position of fostering foreign interests in preference to those of our own Colonial subjects.

Even if the grant were made distinctly for the conveyance of the United States' correspondence, Canada would have been prepared to show that the St. Lawrence forms the best and most rapid means of transmitting these mails; but it is now to be feared, for several years longer, such representations must be fruitless. In connexion with this subject, however, and directly bearing upon the question, whether the St. Lawrence route is really the most speedy for the United States' correspondence, a point has arisen in which it is still in the power of the British Government to afford relief to Canada, which it is not doubted will be gladly given.

A correspondence has taken place between the Provincial Government and Her Majesty's Principal Secretary of State for the Colonies on the subject of the transmission, by the Canadian steam packets, of letters to and from the United States. It appears, that the Postmaster General will only assent to such mails being made up on two conditions:—first, that the rate charged shall be made equal to that of the Imperial Post Office, while Canada had proposed to carry the letters for 4 *d.* per half-ounce less; and, secondly, that the additional 4 *d.* so charged to the public shall be divided equally between Great Britain, the United States, and Canada, although the service is wholly performed by us.

The Provincial Government have reluctantly consented to the first condition, in view of the statement that negotiations are pending for a general reduction of the ocean rate to America. But they are wholly unable to recognise any principle of justice in the demand of the Imperial Post Office for a portion of the sea rate on letters conveyed by the Canadian packets at the sole expense of Canada. The claim is the more objectionable as it is made, not only for the Imperial Post Office, but also for that of the United States, who have not, it is believed, attached any such stipulation to their consent to send mails by the Canadian line.

Canada asks only to be put on the same footing as Great Britain and the United States, each of which retains the ocean rate earned by their respective ships. And it certainly

appears to be both onerous and unfair towards Canada, that not only do the British Government, by their policy, compel her to pay a very large sum annually in maintaining a steamship line to the St. Lawrence, to protect her trade from the injurious effect of the heavily subsidised Imperial line to the United States; but, by the present proposal, will subtract a large portion of the means whereby Canada hopes to maintain her vessels.

The Canadian Government cannot believe that Her Majesty's Government have given due consideration to all the circumstances affecting the question. They have not doubted that, even if Imperial interests appeared to require the adoption of a policy more advantageous to the United States than to Canada, at all events this Province might rely with implicit confidence on the desire of the mother country to afford every reasonable protection to her; and that instead of such a course being adopted as must reduce the returns from the Canadian steamships to a minimum, the aid of the Imperial authorities would be cheerfully given in any negotiations with the United States which might tend to increase the fair returns from the Canadian enterprises. The Canadian Government feel assured that in this respect they cannot be mistaken, and they therefore beg that Her Majesty's Government will be pleased to reconsider the decision conveyed in the Despatch from Sir E. B. Lytton to the Governor General of Canada, dated 10th August 1858.

I venture, also, to request that I may be favoured with a copy of the contract now renewed with the Cunard Company, as it is still my hope that its conditions may be such as to enable me, on behalf of Canada, to suggest some course by which its injurious effects may be lessened.

I have, &c.
(signed) *A. T. Galt,*
Inspector General of Canada.

The Earl of Carnarvon,
Under Secretary of State for the Colonies,
&c. &c. &c.

Encl. 2, in No. 16.

Enclosure 2, in No. 16.

My Lord, General Post Office, 23 November 1858.

I AM directed by the Postmaster General to return to you the accompanying copy of a letter, addressed to your Lordship by Mr. Galt, the Inspector General of Canada, on the 11th instant, on the subject of the sea-rate to be paid to the Canadian Post Office, upon letters forwarded between England and the United States by Canadian mail packets.

Although Lord Colchester sees no reason to change the opinion which was conveyed in my letters of the 7th May and 30th July last, with respect to the division of the postage to be charged upon the correspondence referred to, he desires me to state that, as he understands that it is the wish of Sir Edward Bulwer Lytton that the claim of the Canadian Government to receive the whole of the sea-rate of 8 *d.* per half-ounce letter should be conceded, he will offer no further objection to the arrangement, which, however, must be subject to the acquiescence of the Postmaster General of the United States.

I am to add, that it was agreed upon some time since that the days of sailing of the Canadian mail packets should be settled by mutual arrangement between the British and Canadian Post Offices, and Lord Colchester relies upon this understanding being strictly observed.

I have, &c.
(signed) *F. Hill.*

The Earl of Carnarvon,
&c. &c. &c.

No. 17.
Right Hon. Sir E. B. Lytton, Bart. to the Right Hon. Sir E. Head, Bart.
23 December 1858.

— No. 17. —

COPY of a DESPATCH from the Right Honourable Sir *E. B. Lytton*, Bart., M.P., to the Right Honourable Sir *E. Head*, Bart.

(No. 104.)

Sir, Downing-street, 23 December 1858.

17 December.

WITH reference to my Despatch, No. 88, of the 26th November, relative to the conveyance of mails between Great Britain and the United States by Canadian mail packets, I transmit for your information the copy of a further letter on this subject, which I have received from the Postmaster General.

I have, &c.
(signed) *E. B. Lytton.*

Enclosure in No. 17. Encl. in No. 17.

My Lord, General Post Office, 17 December 1858.

With reference to my letter of the 23d ultimo, in which I informed you that, subject to the acquiescence of the United States Post Office, the Postmaster General would consent to the sea-postage of 8 *d.* per half-ounce letter, chargeable upon the correspondence conveyed between the United Kingdom and the United States by Canadian mail-packets, being paid over to the Canadian Post Office, I am now directed by Lord Colchester to transmit to you, to be laid before Secretary Sir Edward Bulwer Lytton, the copy of a letter which reached this office on the 15th instant, from the Postmaster General of the United States, by which it appears that the proprietors of the Canadian mail packets, alleging their full authority to make such an arrangement, have submitted to him a formal proposal to carry mails between Liverpool and Portland, during the winter season, on consideration of the sea-postage chargeable on those mails being paid to the proprietors by the United States Post Office.

The Postmaster General further states, that he has accepted the proposal, and that the mails forwarded by those vessels must, therefore, be treated as mails conveyed by United States mail packets.

Although this statement of the proprietors of the Canadian mail packets, with respect to their power to undertake, on their own behalf, and for their own pecuniary advantage, the conveyance of United States' mails, is not altogether in accordance with the information which had reached this office from Canada, Lord Colchester has not felt himself justified in offering any opposition to an arrangement actually concluded by the United States Post Office; and he has, therefore, given directions that so far as relates to the transmission of mails from Liverpool to Portland, that arrangement may be acted upon, leaving the question whether the proprietors of those packets had the right to undertake this service, for a settlement hereafter between the Canadian Government and the Government of the United States.

I am further directed to enclose a copy of a notice, which the Postmaster General has caused to be issued, on the subject of the transmission of United States' mails by Canadian mail packets; and I am to request that Sir Edward Lytton will inform the Governor General of Canada, as early as possible, of what has been done.

I have, &c.
(signed) *F. Hill.*

The Earl of Carnarvon,
Colonial Office, S.W.

Sub-Enclosure, 1.

Post Office Department, Washington,
Sir, 3 December 1858.

I have the honour, by direction of the Postmaster General, to acknowledge the receipt of your communication of the 12th ultimo, informing him that instructions have been given for the despatch of mails throughout the winter from Liverpool to Portland, by the Canadian mail packets, commencing with the steamer leaving Liverpool on 17th November last; the correspondence to be treated as if forwarded by British packet.

With reference to the employment of this line of packets in the regular service, I have to inform you that the proprietors, who allege their full authority to make the arrangement, have made a formal proposal to this department to convey the mails between the above-mentioned ports five round trips during the winter season, for the sea-rate upon the mails transported; and, inasmuch as they propose to adopt United States sailing days, unoccupied by other lines of United States' mail packets to Europe, the Postmaster General has consented to accept their proposition for this winter, provided Portland is constituted an exchange office for United States and British mails.

It is the intention of this department to maintain a regular weekly departure of mails by United States' mail packets on Saturdays, securing, in connexion with an equal number of trips by British mail packets on Wednesdays, a semi-weekly mail communication with Europe; and if the Canadian mail packets are to occupy United States sailing days, they should properly be under the control of this department, and the correspondence transmitted treated in the same manner as if forwarded by United States' mail packet. While this department, in its steamship arrangements, has no intention of interfering with the schedule days appointed for the British mail packets, it is at the same time unwilling that any of the regular United States sailing days shall be occupied by steamships other than those employed as United States' mail packets.

In view of the fact, that the owners of this line of Canadian packets proposed to convey mails for this department, representing that they are fully authorised to make the arrangement, there would seem to be no necessity for negotiations between your department and the Canada office relative to the division of the sea-rate, &c.; and I, therefore, beg leave respectfully to suggest that the proposition to make Portland an office of exchange be carried out, in order that the mails may be transmitted by means of these packets, as proposed by the proprietors to this department.

I am, &c.
(signed). *Horatio King.*

The Postmaster General, &c. &c.
London.

Sub-Enclosure, 2.

MAILS for the United States by Canadian Mail Packets.

IN accordance with arrangements made by the United States Post Office, the line of Canadian mail packets plying between Liverpool and Portland will, on each occasion of leaving Liverpool, take the place of United States' mail packets during the winter season, and all letters, &c., addressed to the United States, which are posted at or reach Liverpool previous to the departure of those packets, and which are not directed to be otherwise sent, will be forwarded by the Canadian mail packets.

The days appointed for the departure of the Canadian mail packets from Liverpool during the present winter, are –

Wednesday, 22d December.	Wednesday, 23d February.
„ 26th January.	„ 23d March.

By command of the Postmaster General,

General Post Office, December 1858. (signed) *Rowland Hill*, Secretary.

— No. 18. —

No. 18. Right Hon. Sir E. Head, Bart., to Right Hon. Sir E.B. Lytton, Bart. M.P. 4 March 1859.

(No. 31.)

COPY of a DESPATCH from Governor General Right Honourable Sir *E. Head*, Bart., to the Right Honourable Sir *E. B. Lytton*, Bart., M. P.

Government House, Toronto, 4 March 1859.

(Received, 22 March 1859.)

Sir,

I HAVE the honour to transmit herewith a joint Address from the Legislative Council and Assembly of Canada to Her Majesty the Queen on the subject of a postal subsidy to ocean steamers, which I request may be laid at the foot of the Throne.

I have, &c.

(signed) *Edmund Head.*

Encl. in No. 18.

Enclosure in No. 18.

To the Queen's Most Excellent Majesty.

Most Gracious Sovereign,

WE, your Majesty's dutiful and loyal subjects, the Legislative Council and Commons of Canada, in Provincial Parliament assembled, humbly approach your Majesty for the purpose of representing—

That the efforts and resources of Canada have been, for many years, studiously directed to developing the trade of the St. Lawrence, which is the natural outlet not only of the Province, but also of the American States bordering on the great lakes.

That almost the whole direct public debt, amounting to 7,000,000 *l.*, has been created in view of this object, and the people of this Province have confidently looked forward to the completion of our canal and railway system for obtaining such a share of that commerce as might render our Provincial works productive, and relieve our revenue of the very heavy charges upon it for interest on this expenditure.

That by the outlay referred to, the charge for inland freight from the great lakes to Montreal and Quebec has been reduced to nearly one-half less than to New York, but the ocean freight from these respective ports to Liverpool is in a still greater proportion in favour of New York, and consequently the trade continues to seek that channel.

That consequently the aim of the Canadian Government has been directed to the best mode of reducing the ocean freight to a par with that from New York, and it has been conclusively shown, by the evidence taken before a Committee of the Legislative Assembly, that the large subsidies paid by the British Government to the Cunard line of steamships have operated as a direct bounty to the ports of New York and Boston, reducing freights to and from these cities, and so far defeating the objects and interests of Canada, and drawing Provincial trade largely into American channels.

That on the initiation of the steam mail service to America, there were no doubt cogent reasons why the United States ports should be the ultimate destination of the British steamships, and Canada never complained of her interests being overlooked in these original arrangements; but of late years it has become painfully manifest to the whole public of the Province,

Province, that the continued operation of the large subsidy to vessels plying to New York and Boston was exceedingly detrimental to Canada, and far overbalanced the convenience of the mail service; and so strong did the feeling become, that the Provincial Government felt compelled to undertake a direct mail service with Liverpool from the St. Lawrence, fortnightly in summer, and monthly to Portland (United States), the terminus of the Grand Trunk Railway, in winter.

That this line of steamers has been in successful operation for three years, and has proved so satisfactory that the Canadian Government has contracted for a weekly service during the entire year, at the heavy cost of 55,000 *l.* currency annually.

That the operation of the Canadian line has conclusively shown that the St. Lawrence is the shortest and most direct route to Canada and the Western States; and it was the confident expectation of Canada that, when the period arrived for considering the continuance of the contract for the mail service performed by the Cunard line, communication would have been had with this Colony on the subject, especially as it had been shown by our acts that the existing arrangements were not satisfactory either for the mail service or commerce of this important Dependency of the Empire; and that, in view of Canada's having established a direct line at a heavy expense (although only about one-fourth of the amount paid for a similar service to the Cunard line by the British Government), and in view of the fact that the British Government has, in regard to all other Colonial Dependencies of the Empire, evidenced a desire to foster and protect their interest by granting large subsidies to lines of steamers established partly with a view to the extension of their commerce, and partly for the purpose of facilitating postal communication, no renewal of the contract would have taken place without negotiations to which Canada might be a party.

That we learn, with much regret, that it has pleased your Majesty's Government to renew the contract with the Cunard Company till 1867, without any opportunity having been afforded to the Government of Canada to urge such arrangements as would have been conducive to the prosperity of the Colony.

That the British Government has granted subsidies to the following lines, viz.:

The line to the West Indies - - - - -	£. 270,000
The line to the Mediterranean - - - -	244,000
The line to the Australian - - - - -	185,000
The line to the South American - - - -	25,000

That the Cunard line now subsidised by the British Government, although touching fortnightly at Halifax, is essentially a line to the United States, and prejudicial to Canada, the overland route *viâ* Quebec and Halifax having, for a length of time, been partially and being now entirely abandoned as a channel of communication between Great Britain and Canada.

That the said line is, in fact, wholly devoted to the trade between the United Kingdom and the United States ports of New York and Boston, in opposition to the British Colonial ports of the St. Lawrence; thus placing the mother country in the invidious position of fostering foreign interests in preference to those of her own Colonies; and that even if the grant were made distinctly for the conveyance of the United States' correspondence, Canada is prepared to show that the St. Lawrence forms the best and most rapid means of transmitting these mails in summer, and that the most expeditious route in winter is by Portland, and will be so until the intercolonial railway between Halifax and Quebec is constructed.

That we cannot conceive it possible that the British Government desires to create any invidious distinction between this country and the other Colonies of the Empire; and as there appear no other means by which impartial justice can be afforded to Canada than by extending assistance to the line of steamers plying to the St. Lawrence ports, to which line the Province has already contributed as liberally as its revenues warrant, and there exist very grave doubts whether the St. Lawrence steamers will be able to continue their services against the advantages obtained through the subsidy to the Cunard line of steamers, we humbly pray that no renewal of the Cunard contract be made; that no subsidy be granted to any other trans-atlantic line, until Canada shall have had an opportunity of urging such arrangements as will conduce to its prosperity; and that your Majesty will be graciously pleased to extend to the Canadian steamers such assistance, by way of subsidy, as will place them upon an equal footing with other lines of steamers plying between British and Colonial ports.

(signed) *N. Y. Belleau*,
Speaker, L. C.

Legislative Council Chamber, Canada,
Toronto, Wednesday, 2 March 1859.

(signed) *Henry Smith*, Jun.,
Speaker.

Legislative Assembly Hall, Canada,
Toronto, Friday, 25 February 1859.

— No. 19. —

No. 19.
Right Hon. Sir E. B. Lytton, Bart. M.P. to the Right Hon. Sir E. Head, Bart.
13 April 1859.

(No 54.)

COPY of a DESPATCH from the Right Hon. Sir *E. B. Lytton*, Bart., M.P., to the Right Hon. Sir *E. Head*, Bart.

Sir, Downing-street, 13 April 1859.

I TRANSMIT to you herewith, for your information, the copies of a correspondence which has passed between the Treasury and this Department, relative to a proposal by the North Western Navigation and Railway Company of Canada, to undertake, on certain conditions, the conveyance of mails through Canada and British Columbia to the Pacific.

Treasury, 12 Feb.
Colonial Office, 7 March.
Treasury, 30 March.
Colonial Office, 13 April.

I have, &c.
(signed) *Carnarvon*,
(In the absence of the Secretary of State.)

Encl. 1, in No. 19.

Enclosure 1, in No. 19.

Sir, Treasury Chambers, 12 February 1859.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to transmit, for the information of Secretary Sir E. B. Lytton, the enclosed copy of a letter from the North West Navigation and Railway Company of Canada, and its enclosures, submitting a proposal for the conveyance of mails through Canada and British Columbia to the Pacific, and I am to request that my Lords may be favoured with any observations which Sir E. B. Lytton may have to offer thereon.

I am, &c.
(signed) *Geo. A. Hamilton.*

H. Merivale, Esq.
&c. &c. &c.

Sub-Enclosure 1, to Enclosure No. 1.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the North West Navigation and Railway Company of Canada.

Sheweth,

THAT your memorialists are desirous of submitting to Her Majesty's Government a proposal for carrying the mail to British Columbia and Vancouver's Island, through the lakes and rivers of North America, entirely within British territory.

That your memorialists have for some time past been carrying Her Majesty's mail under contract with the Canadian Government, from Toronto and Collingwood to Red River, a service which they have so far performed with success, and to the satisfaction of the Government of Canada, and now propose, by the aid of an extended contract with Her Majesty's Government, and by associating themselves with English capitalists, to place steam-boats on the navigable waters of the interior, and construct carriage (or waggon) roads to connect the separate reaches of navigation; and by this means they offer to carry the mail from Toronto to Fort Langley in the short space of 14 days.

That so much importance does the Government of the United States attach to being able to command the routes across the American continent by having them entirely in their own hands, that while they have almost yielded the Atlantic to Great Britain, they are now paying enormous subsidies for the avowed purpose of acquiring a permanent ascendancy on the Pacific. The mail line from New York to Aspinwall receives $290,000,00 per annum; thence across to Panama, the Railway Company receives for carrying the mails 48 miles, $100,000,00;* and the line upthe Pacific to San Francisco receives $348,250,00.* The Overland route receives $600,000,00,* making in all $1,338,250,00* for the mail service to the Pacific, (excepting a branch line between Havana and New Orleans, included in the first of the above, and not separately stated).

* *Sic in orig.*

That in opening a route, therefore, by which the mail can be carried entirely through British territory in from 10 to 15 days less time than it can be done by any route through, or in any way under the control of the United States, your memorialists appeal with confidence to Her Majesty's Ministers for that countenance without which it would be impossible for them at present to raise the capital required to ensure that speedy opening of the line which would put it immediately in advance of any other, and which is so desirable, not only on account of the present importance of the service to be performed, but also in consideration

sideration of the influence the possession of the quickest transit route across the continent will exercise upon the future.

That this countenance your memorialists only ask, however, in the shape of a contract for carrying the mail, not entirely based upon the present amount of mail matter sent to British Columbia and Vancouver's Island, but on its prospective increase, and the contingent advantages of opening the communication.

That one such advantage will be, to determine the superior facilities for a Pacific railroad on British territory, which British capital will otherwise ultimately be sunk in constructing under greater disadvantages through a foreign State.

That the amount to be received for carrying the mail will, in a great measure, of course, affect the speed with which it can be done; for although the company will not depend upon the mail contract alone for their profits, but also on passengers, &c., the degree of importance attached to the service by the Government will affect the raising of a greater or less capital; and, according to the amount judiciously expended, the time will be greater or less; as, in fact, it depends entirely (within a certain limit) upon the class of roads to be constructed, and the power of the steam-boats to be used.

That your memorialists would, therefore, be willing to take the contract at certain rates, with increase or deduction, according to the time occupied.

That the period required to prepare for carrying out the service would be something over a year, say the first through trip to be made in July or August 1860; weekly trips would then be maintained during the season of navigation.

That the mail would also be carried in winter, but not within the same time; nor could it be undertaken with effect until a year later. Your memorialists are desirous of laying nothing before the Government but what they have fully calculated with sufficient data, and could not, therefore, as yet stipulate as to the time in which a winter mail could be delivered; but they believe it can be done at least within the time occupied by the United States mails. If encouraged by Her Majesty's Government, however, the preparations for the service now tendered for will put your memorialists in a position to make careful estimates, which they will submit to the Government at the earliest moment possible, with a view to continuing the service through the winter.

That your memorialists will be in a position hereafter to undertake the construction of a telegraph line across the continent at a less cost than it could otherwise be done, but as such a work could not be looked upon as, commercially, a paying investment at present, they do not now intend to proceed with it unless it were deemed of such general importance as to induce the Government to give substantial aid to the undertaking in some shape.

That in tendering, therefore, for the mail service from Toronto to Fort Langley (or from any other point the Government may select for the transfer of the mail bags from the Atlantic steamers) during, for the present, the season of navigation on the American lakes and rivers, it may be observed that 26 weekly trips, the distance to be traversed being about 2,600 miles, at the rate formerly paid by the United States to the Collins' line on the Atlantic, would amount to 470,828,00* dollars, being 6 dollars 53 cents per mile per trip; and at the rate paid by the British Government to the Cunard line, to 74,994 *l.*, being 1*l.* 2*s.* 2¼*d.* per mile per trip: the rate paid by the United States Government from Aspinwall to Panama is so much beyond all precedent that no estimate need be based upon it.

* *Sic in orig.*

That, with these facts in view, your memorialists propose to carry the mail from Toronto to Fort Langley and back, as follows:

	£.
26 weekly trips during the season of navigation, if effected within 12 days, the sum of	50,000
The same, if effected within fourteen days, the sum of	40,000

The service to be continued for seven or seven and a half months, when the season permits, without extra charge, but no deductions to be made for failure in time after the 26 trips.

To be continued also in winter as soon as possible, upon estimates of time and expense to be hereafter made.

That the line would of course be continued to Victoria if the Government prefer it, and should an effective mail service be then established from thence to San Francisco, which your memorialists would gladly use their best efforts to promote (and when the present route is established will, if desired, on fair terms undertake), this would, it will be observed, at once reverse upon the United States the present advantage they possess, by supplying their mails instead of getting the British mails through them, as now.

That your memorialists have at present a Canadian charter, and as, apart from the question of right to the disputed territories on the Saskatchewan, &c., Canada has undisputed jurisdiction to the confines of British Columbia, they would only ask of Her Majesty's Government at present to extend their chartered rights and limited liability to the latter Colony, with grants for stations and right of way through unconceded lands, and to be considered in any future disposition of the former, should such be made in a way to disconnect it from Canada.

It may be stated in conclusion, in reference to interested reports, long and industriously circulated against the proposed line of transit, that many of the directors of this company are among the most practical men in Canada, who have created for themselves the wealth and influence they possess, and who have made this route, the facilities and difficulties it presents,

presents, and the climate of the regions through which it passes, a special study; while some of them have actually traversed the whole of it, and spent years on both sides of the Rocky Mountains.

The Government may therefore be assured, that, besides their desire to see the rich prairies laid open to settlement, and facilities created for the more rapid developement of British Columbia, which is capable of being made one of the noblest Colonies of the British Empire, the directors have coolly, carefully, and practically calculated the results of the project in which they have embarked, and know exactly the nature of the service they propose to perform.

Your memorialists would therefore beg your Lordships' favourable consideration of a proposal for a mail contract through Canada and British Columbia to the Pacific.

And your memorialists will ever pray, &c.

(signed) *Wm. M'D. Dawson,*
President, N. W. N. & R. Co.

62, Gresham House, Old Broad-street,
London, 2 February 1859.

Sub-Enclosure 2 to Enclosure No. 19.

Directors:

Wm. M'D. Dawson, Esq., M.P., President.
Lewis Moffatt, Esq., Vice-President.

Viscount Bury.
Sir Allan M'Nab, Bart.
Allan M'Donell, Esq.
John M'Murrich, Esq.
George Munroe, Esq.
Wm. M'Master, Esq.
E. T. Richardson, Esq.
Angus D. M'Donell, Esq.
Thomas Dick, Esq.
J. G. Brown, Esq.
Adam Wilson, Esq.

J. C. Chapais, Esq., M.P.
G. H. Simard, Esq., M.P.
John M'Leod, Esq., M.P.
Ignace Gill, Esq., M.P.
George Michie, Esq.
W. P. Howland, Esq., M.P.
J. E. Turcotte, Esq., M.P.
George Gladman, Esq.
Clark Ross, Esq.
Wm. Kennedy, Esq.

(To be reduced to 10 after the First General Meeting of Stockholders.)

Secretary,—Angus D. M'Donnell, Esq.
Solicitor—Adam Wilson, Esq.
Bankers—The Bank of Upper Canada.

Capital stock, for trade, transport, and improvement of route, 100,000 *l.*
With power to increase the same, for the above purposes, to 200,000 *l.*
And further power of increase for railway purposes, at the rate of 7,500 *l.* for every mile (after five miles) of railway constructed westward from Lake Superior.
Divided into 5 *l.* shares.
Liability limited.

Sub-Enclosure 3 to Enclosure No. 19.

ANNO VICESIMO SECUNDO VICTORIÆ REGINÆ.

CAP. CXXII.

AN ACT to incorporate the North West Transportation, Navigation, and Railway Company.

[Received Royal Assent, 16th August 1858.]

Sect. I. Company incorporated. Corporate powers.

II. Governor may (on Report of Commissioner of Crown Lands) authorise the company to enter upon lands of the Crown, for their works, &c., and to make roads, railways, &c., and improve navigable waters between Lake Superior and the interior, and to purchase such lands. Plans of their works to be submitted for approval of Governor in Council, with Report of Commissioner of Crown Lands thereon. Such works must be in a continuous line westward from Lake Superior.

III. Power to enter upon lands, north or west of Lake Superior, and to lay out roads, railways, canals, &c.; also to run boats and steam-vessels on Lakes Huron and Superior, and the rivers north and west of Lake Superior.

IV. Capital stock to be 100,000 *l.*, in 5 *l.* shares, with power to increase (by a vote representing two thirds of the capital stock) to 200,000 *l.* Provision for a further increase on construction of certain lengths of railway.

V. Liability

V. Liability of shareholders limited to amount of their subscribed shares.

VI. Operations not to commence until 50,000 *l.* shall have been subscribed, and 10 per cent. paid thereon.

VII. Any company or corporation may hold shares.

VIII. Ten directors to be elected annually. Qualification. President and vice-president to be chosen. Vacancies. Quorum of directors. Powers of directors to make by-laws with respect to calls, forfeiture of stock, common seal, appointment, &c., of officers and servants. By-laws to be submitted to a general meeting. Copies of by-laws, duly attested, to be *primâ facie* evidence thereof.

IX. General meeting to be held in May 1859, and in each year thereafter on the same day unless otherwise provided for; directors to be elected thereat. Retiring directors may be re-elected. Shareholders may vote by proxy.

X. Provisional directors named. To choose a president and vice-president at their first meeting. May open offices, and appoint agents in England and the United States, and open books of subscription there, and make instalments payable at such offices respectively.

XI. Any one of the directors may call a meeting for election of president and vice-president.

XII. Share to be assignable by delivery of the share certificate, and on any conditions to be prescribed by by-law.

XIII. Power to take timber and materials from Crown lands, under regulations to be made by the Governor in Council.

XIV. Roads, canals, and other works of the company to be of free access on payment of the tolls approved of by the Governor in Council. Rates of toll to be published.
Government may take possession of all the works (except wharves and store-houses) on paying the cost thereof, with interest at six per cent.

XV. Corporation not to be dissolved by failure to elect directors. Another time may be appointed for such election.

XVI. Survey and operations to be commenced within two years, and works to be completed within eight. Any other company may be incorporated for similar purposes. No exclusive right of trading, &c., conferred.

XVII. Public Act.

WHEREAS William H. Boulton, Thomas Clarkson, Allan Macdonell, John M'Murrich, George Monro, Thomas Hutchinson, Esquires, and others, of the city of Toronto, have presented a petition to the Legislature of this Province, praying that an Act might be passed to authorise them to establish communications within the northern and the western limits of Canada: therefore, Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada, enacts as follows:

1. William Henry Boulton, Thomas Clarkson, Allan Macdonell, John M'Murrich, George Monro, John Hutchinson, Esquires, and others, together with such person or persons as shall, under the provisions of this Act, become shareholders of the company hereinafter mentioned, shall be, and are hereby ordained, constituted and declared to be a body corporate, in fact and in name, by the name of the "North-West Transportation, Navigation and Railway Company," and by that name they and their successors shall and may have continued succession, and by such name shall be capable of contracting and being contracted with, of suing and being sued, pleading and being impleaded, answering and being answered unto in all courts of law and places whatsoever, in all manner of actions, suits, complaints, matters and causes whatsoever, and they and their successors shall and may have a common seal, and may change and alter the same at their will and pleasure; and, also, they and their successors, by the same name of the "North-West Transportation, Navigation and Railway Company," shall be in law capable of purchasing and holding to them and their successors, any personal estate or property whatever, and such real estate as may be necessary for their use and occupation, and for carrying into effect the powers hereby vested in them, and of letting, selling, conveying or otherwise departing therewith for the benefit and on the account of the said company, from time to time, as they shall deem expedient or necessary.

2. It shall be lawful for the Governor in Council, upon the report of the Commissioner of Crown Lands, to authorise the said company to enter upon any ungranted lands of the Crown, and to make and establish facilities for the purposes of transportation, traffic and trade; and for such purposes, to build roads, tramways, railways or canals between navigable waters, and to improve or render navigable watercourses or channels of water communication, from any place or places on the shores of Lake Superior, to any point in the interior, or between any navigable waters within the limits of Canada, and to build wharves, erect warehouses, stores and other buildings, or any other works wherever the same may be deemed expedient, and to sell or grant to the said company the lands necessary for these purposes; Provided always, that the company shall first lay before the Commissioner of Crown Lands detailed plans of any works so contemplated, to be submitted by the said Commissioner, with his report, for the information and approval of the Governor in Council, and shall not deviate from the said plans without being thereunto authorised by the Governor in Council; and provided further, that the Governor in Council shall only authorise such works in one single continuous line of communication extending westward from Lake Superior.

3. For the purposes aforesaid, the said company, their deputies, servants, agents and workmen, are hereby authorised and empowered to enter into and upon any of the lands of the Queen's most Excellent Majesty, of any other person or persons, bodies politic or corporate, or communities whatsoever, lying to the northward or westward, or within the shores of Lake Superior, and being within the limits of Canada, and to survey and take levels of the same, or any part thereof, and to set out or ascertain such parts thereof as they shall think necessary and proper for the making of roads, railways, tramways, canals, and the improving and rendering navigable watercourses and channels of water communications, and so forth, and all such other works, matters and conveniences as they shall think proper and necessary for making, effecting, preserving, improving and maintaining all and every the works contemplated by this Act; and it shall and may be lawful for the said company to construct, acquire, charter, navigate and maintain boats, vessels and steam-vessels, for carrying on trade and conveying goods and other traffic and passengers on Lakes Huron and Superior, and on the lakes and rivers lying to the northward and to the westward of Lake Superior, and being within the limits of Canada, and *vice versâ*, and steam and other vessels for all business and purposes connected therewith, and the profitable prosecution thereof, and shall have power to buy and sell and trade, as may be deemed expedient, and to make contracts and agreements with any person or persons whatsoever, for the purposes aforesaid or otherwise, for the benefit of the Company.

4. The capital stock of the said corporation shall be 100,000*l.*, and the same is hereby declared to be divided into 20,000 shares of the value of 5*l.* each; and if the said sum of 100,000*l.* be found insufficient for the purposes of this Act, then and in such case it shall and may be lawful for the said company, by a vote representing two-thirds of the capital stock aforesaid, at any general meeting to be called for that purpose, to increase the capital stock of the corporation, either by the addition of new subscribers to the said undertaking or otherwise, to a sum not exceeding in all the sum of 200,000*l.*, and the capital so to be raised by the creation of new shares shall be in all respects part of the capital stock of the said corporation, and every holder of the new stock shall be a member of said corporation; Provided always, that if the construction of any greater length than five miles of railway between navigable waters, in any one place, shall be authorised by the Governor in Council, then the capital stock of the said company may be further increased at the rate of 7,500*l.* for every additional mile of railway so to be constructed.

5. No shareholder in the said corporation shall be in any manner liable to be charged with the payment of any debt or demand due by the said corporation, beyond the amount of his, her or their subscribed share or shares in the capital stock of said corporation.

6. It shall not be lawful for the said company to proceed with their operations under this Act, until 50,000*l.* of the capital stock shall have been subscribed, and 10 per centum shall have been paid thereon.

7. Any joint stock company, community, or body corporate, may take shares in the said company.

8. For the management of the affairs of the said corporation there shall be elected by the shareholders of the said corporation, at a general meeting of them to be holden annually, 10 directors, each one being a proprietor of not less than 20 shares of the capital stock of the corporation, the majority of whom shall elect from among themselves a president and a vice-president, one of whom shall preside at the general Board meetings and otherwise discharge the duties pertaining to such offices; and whenever a vacancy shall happen in the Board of Directors by death or resignation, or by reason of any director declining or neglecting to act for a period of three months after his election, such vacancy may be filled up by the majority of directors for the time being appointing some shareholder to supply the vacancy so accruing; nevertheless, any acts done by the surviving directors, or the majority of the acting directors, without having the vacancy filled up, shall not be deemed invalid; and six directors shall form a quorum of the Board, and may exercise all the powers of the directors; and the directors shall have power to dispose of such part of the stock of the said corporation as may remain to be disposed of, or may from time to time be added to or fall to the general stock, either by forfeiture or otherwise, on such terms and conditions and to such parties as they may think most likely to promote the interests of the said corporation; and they shall have full power to make such calls for money from the several shareholders for the time being, as may be provided by any by-law, rule or regulation of the said corporation, and to sue for, recover and get in all calls, whether already made or to be made by them, and to cause and declare the said shares to be forfeited to the company in case of non-payment, on such terms and in such way as shall be prescribed by any by-law of the company; and to maintain an action for the recovery of calls, it shall be sufficient to prove by any one witness, that at the time of making such call the defendant was a shareholder in the number of shares alleged, and that the calls sued for were made and notice given in conformity with the by-laws of the said corporation, and it shall not be necessary to prove the appointment of directors, nor any other matter whatsoever. The said directors shall and may use and affix or cause to be used and affixed the common seal of the said corporation to any document which in their judgment may require the same, and any act or deed bearing such seal, and signed by the president or the vice-president, and countersigned by the secretary, shall be held to be the act and deed of the corporation. The president and vice-president and directors shall have power to appoint or discharge all and every officer and servant of the company, and to make by-laws for the government and control of the officers and servants of the company; and appointing the salary or allowance to be made to them respectively; and shall have power to make and

frame

frame all other by-laws, rules and regulations for the management of the affairs of the company in all its details and particulars, also for establishing the rule of voting for directors of the company, and the same also to change at any time, modify or repeal; which by-laws, rules and regulations shall be submitted for approval, rejection or alteration by the shareholders at the next general meeting, or at a special meeting to be called by the said directors for such special purpose, and in conformity with any by-law providing for such special meeting; and any copy of the by-laws of the said corporation, or of any of them, purporting to be under the hand of the clerk, secretary or other officer of the said company, and having the seal of the said corporation affixed to it, shall be received as *primâ facie* evidence of such by-law in all courts in this Province.

9. The first general meeting of shareholders for the election of directors shall be holden at the office of said corporation, in the city of Toronto, on the first Monday in May, in the year of our Lord 1859, and unless otherwise provided for by some by-law, to be made and sanctioned by the corporation, the general meeting for the election of directors shall take place in each succeeding year thereafter, on the like day of the year and at the like place; the directors so elected at such general meetings shall be elected to serve for the year then ensuing, and at the expiration thereof, each and every director may be re-elected by the shareholders; and at all such general meetings the shareholders of the said company may vote by proxy, every such proxy being appointed by an instrument in writing, under the hand of the shareholder appointing him.

10. Until such first general meeting as aforesaid, and election of directors, the directors of the said corporation are hereby declared to be, Thomas Clarkson, Allan Macdonell, John McMurrich, George Monro, William McMaster, E. T. Richardson, Angus D. Macdonell, Thomas Dick, William McDonnell Dawson, J. Brown, Adam Wilson, Clark Ross, Jean Charles Chapais, George Honoré Simard, John McLeod and Ignace Gill, with power to add to their numbers until the first general meeting; and they, or the survivors of them, shall be and are hereby constituted to be directors of the said corporation, and shall have and exercise all and every the powers, and shall be subject to all and every the clauses and conditions imposed on directors to be chosen under this Act; provided, that at the first meeting of the directors to be holden after the passing of this Act, the said directors shall choose and elect from among themselves a president and a vice-president. The said president, vice-president and directors shall have power and authority to establish for certain purposes, and have a place of business or office or offices, and appoint agents and offices in England and in the United States of America; and to open books of subscription in all and every place of business so established, and to receive subscriptions for the stock of the said corporation, transferable there respectively; and to make all such instalments called thereon and dividends declared thereon payable there respectively.

11. Any one of the directors aforesaid may call a meeting for the election of president and vice-president.

12. The shares of the said company shall and may be assignable by the delivery of the certificate to be issued to the holder of such share or shares respectively, and by assignment, in some convenient form, and on conditions to be prescribed by any by-law of the said corporation.

13. The company may, if it be found necessary for the construction of any works or purposes connected with such works as are contemplated by this Act, cut timber, procure stone, fuel and other materials from any unsold lands of the Crown, lying beyond the limits of lands acquired by the company, as hereinbefore provided, under such regulations as may be made by the Governor in Council.

14. The said roads, railways, tramways, canals, and all improvements so made by the said company, shall be of free access to all passengers, traffic and trade, upon payment of such tolls or charges thereon as shall be made in accordance with such regulations as may be made by the company, with the approval of the Governor in Council, and such tolls and charges may be raised and altered at any time by the Governor in Council, and such tolls and charges shall be published at the expense of the company; and provided further, that the Government, if deemed expedient for public purposes, may take possession of all the works so constructed by the company, excepting wharves or storehouses, upon repaying to the company the sums of money expended thereon, with interest at the rate of six per cent.

15. If at any time it shall happen that an election of directors shall not be made or take effect on the day fixed by this Act, the corporation hereby constituted shall not be deemed or taken to be thereby dissolved, but it shall be lawful at any subsequent time to make such election at a general meeting of the shareholders to be duly called by the president or secretary for that purpose.

16. The said Company shall commence operations and the survey and location of the line within two years, and shall execute and complete their works and improvements within eight years after the passing of this Act; provided always, that nothing in this Act contained shall be held to prevent another Act or other Acts of incorporation being passed, incorporating another company or other companies for similar purposes; and provided also, that nothing in this Act shall be held or construed to give any exclusive right of trading, or to prevent any person to trade in the said territory, or to establish communications within the said northern and western limits of Canada.

17. This Act shall be deemed a Public Act.

Encl 2, in No. 19.

Enclosure 2, in No. 19.

Sir, Downing-street, 7 March 1859.

I HAVE laid before Secretary Sir Edward Bulwer Lytton your letter of the 12th ultimo, transmitting copy of a proposal from the North Western Navigation and Railway Company of Canada to undertake, on certain conditions, the conveyance of mails through Canada and British Columbia to the Pacific.

Sir E. B. Lytton requests you will inform the Lords Commissioners of the Treasury that he admits, in the fullest sense, the great importance to British interests, whether Governmental or commercial, of establishing an early and secure postal communication to the Pacific, and that it would afford him the highest satisfaction if an arrangement, on reasonable terms, could be effected with this company; which seems, from the statements in its proposal, to have carefully weighed the difficulties of the undertaking. Sir Edward calls the attention of their Lordships to the possibility to which the projectors advert, that if a mail were thus established through British territory, the letters of the United States for San Francisco might be conveyed by this route instead of by the existing one across the Isthmus of Panama. This idea, if realised, would undoubtedly add materially to the success of the scheme; a scheme, indeed, of which, at the present moment, it is not easy to calculate the extent of its expansion, and the benefits accruing therefrom. At present, however, Sir Edward can do little more than express his approval of the project. The means by which it may be accomplished are chiefly financial; and the Lords Commissioners of the Treasury will be much better able than himself to judge whether Parliament could be applied to with any prospect of success for a subsidy; and also as to the proper amount of such subsidy.

Sir Edward Lytton would be content, on this point, that the mails should be conveyed to Fort Langley in 14 and not 12 days, which it is stated would probably diminish the expense by 10,000 *l.*

I am to add, that if their Lordships think it advisable, Sir Edward Lytton will be happy to communicate with the Governor General of British North America on this subject; but that as the company already have some concession from the Provincial Government for the conveyance of the mails from Toronto to the Red River, he fears that Government will not be ready to come forward with much, if any, additional pecuniary assistance for the extension of the mail to British Columbia.

I have, &c.

G. A. Hamilton, Esq. (signed) *H. Merivale.*
&c. &c. &c.

Encl. 3, in No. 19.

Enclosure 3, in No 19.

Sir, Treasury Chambers, 30 March 1859.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to transmit, for the information of Secretary Sir E. B. Lytton, with reference to your letter of the 7th instant, the enclosed copy of a Report from the Postmaster General, on the proposal made by the North-West Navigation and Railway Company of Canada to carry the mails through Canada and British Columbia to the Pacific; and I am to request that you will move Secretary Sir E. B. Lytton to cause my Lords to be favoured with any observations on the report in question which he may wish to offer.

I am, &c.

H. Merivale, Esq. C.B. (signed) *Geo. A. Hamilton.*
&c. &c. &c.

Sub-Enclosure to Enclosure 3.

My Lords, General Post Office, 8 March 1859.

I HAVE to acknowledge the receipt of your Lordships' letter of the 14th ultimo, enclosing a copy of a letter from the North West-Navigation and Railway Company of Canada, containing a proposal for a mail service through Canada and British Columbia to the Pacific, and asking for any observations I may wish to offer thereon.

The amount of correspondence, whether present or prospective, which the company would convey for this office is so very far from yielding the sum demanded that, as a postal question, I could not, under any circumstances, recommend that the offer be accepted.

Independently, however, of this consideration, I would suggest that such an agreement as that proposed might lead to misunderstanding and difficulties between the Imperial and Canadian Governments; and it appears to me, therefore, that any agreement which may be entered into should be with the Canadian Government itself, and not with a private company.

Should the route described by the memorialists be ultimately formed, and should it prove advantageous for the conveyance of our mails, but expensive as compared with the amount of traffic, there would be good ground for paying the Canadian Government a high transit rate on correspondence between this country and British Columbia conveyed by this route, or, perhaps, a fixed and liberal sum for a certain number of years, but, so far as postal interests are concerned, I cannot advise more than this.

Although

Although the other reasons I have mentioned appear to me sufficient to show the inexpediency of entering into the contract in question, I would call your Lordships' attention in addition to the great drawback from the nature of the scheme caused by the circumstances that the contemplated advantages, so far as they are guaranteed, are confined to the summer, the company not being prepared to fix any number of days for the conveyance of mails in winter.

I have, &c.
(signed) *Colchester.*

The Lords Commissioners of the Treasury.

Enclosure 4, in No. 19.

Encl. 4, in No. 19.

Sir, Downing-street, 13 April 1859.

I AM directed by Secretary Sir E. B. Lytton to acknowledge receipt of your letter of the 30th ultimo, enclosing the copy of a report from the Postmaster General on the proposal made by the North-West Navigation and Railway Company of Canada to carry the mails through Canada and British Columbia to the Pacific; and I am to request that you will state to their Lordships, that Sir Edward is unable to add anything to his letter of the 7th ultimo on this subject.

I am, &c.
(signed) *H. Merivale.*

G. A. Hamilton, Esq.
&c. &c. &c.

— No. 20. —

(No. 76.)

No. 20.
Right Hon. Sir E. Head, Bart., to Right Hon. Sir E. B. Lytton, Bart., M.P.
13 June 1859.

COPY of a DESPATCH from the Right Honourable Sir *E. Head*, Bart., to the Right Honourable Sir *E. B. Lytton*, Bart., M.P., &c. &c.

Government House, Toronto, C.W.,
13 June 1859.
Received 30th June 1859.

Sir,

WITH reference to your Despatch of 13th April, No. 54, I have the honour to enclose a copy of a recommendation of the Executive Council, and a copy of a report from the Postmaster General of Canada, on the subject of the proposal to carry the mails from Great Britain through Canada to the Pacific.

Min. of Council, 13 June 1859.

Report of Postmaster General, 11 June 1859.

I should see with very great pleasure the completion of any arrangement for the performance of this service, and I am persuaded that the Canadian Government will be at all times desirous of doing what can be done to give effect to such arrangement.

I have, &c.
(signed) *Edmund Head.*

Enclosure 1, in No. 20.

Encl. 1, in No. 20.

COPY of a Report of a Committee of the Honourable the Executive Council, dated the 13th June 1859; approved by his Excellency the Governor General in Council on the same day.

THE Committee have had under consideration a petition, dated 26 May 1859, from W. M'D. Dawson, Esq., president of the "North-West Transit Company," and Hugh Allan, Esq., acting on behalf of the Montreal and Liverpool Ocean Steam Ship Company, stating their belief that the Imperial Government will be prepared to enter into a contract for the conveyance of the mails from the United Kingdom to British Columbia, and that the former company have been invited to tender for the performance of that service.

That that company, in tendering therefor, will require the assistance of some established line of ocean steamers for the mail service across the Atlantic, and that the Montreal and Liverpool Company are prepared to co-operate with the North-West Transit Company in the undertaking, upon receiving the consent of the Canadian Government for that purpose, and praying that such consent be given, and that the acceptance of the tender be urged by your Excellency on the Imperial authorities, by pressing upon their consideration the preference due to an enterprise involving such important interests, both Imperial and Colonial.

They also state that the present intention of the Home Government might thus be made the means not only of promoting an enterprise so desirable for the interests of this country, but also of obtaining that additional aid to the Canadian line of ocean steamers, without which it is impossible the line can be permanently sustained against the other heavily subsidised lines which compete for the same traffic.

The Honourable the Postmaster General reports that the contract with Mr. Allan obliges the steamers to carry all mails delivered to him under the authority of the Postmaster General of this Province, which provision covers that section of the proposed route which lies between Liverpool and Canada; that that section, extending from the sea-board, and the furthest westerly point reached by Canadian mails, is covered by the internal mail service of the Province.

That with regard to the third section, viz., from the point last mentioned to British Columbia, it would manifestly be inexpedient that any interference by this Province should take place with respect to a postal service not its own, and beyond its limits, he however recommends that the Canadian Government express its readiness to acquiesce in any arrangement which the Transit Company may be able to effect with the Imperial Government for the performance of that portion of the service in question, which is not already provided for, and that an assurance be given that these mails will be conveyed by the Provincial Government over the other portions of the route whenever such service may be required.

The Committee recommend that the applicants be informed that the Canadian Government are willing, in the event of the British Government deciding to send the mails by way of Canada to the Pacific, to place at their disposal, or at that of the parties who may contract with the Imperial Government for the delivery of the said mails, the present Ocean Steamship and Inland Mail Service of Canada, from Liverpool to Red River, upon receiving from the Imperial Government a subsidy of 30,000*l.* sterling per annum for such service, provided that the arrangements of the contractors with the Imperial Government for the service through Canada are approved by the Canadian Government.

Certified,

W. A. C. Ainsworth,
Acting C. E. C.

To the Governor General's Secretary,
&c. &c. &c.

Encl. 2, in No. 20.

Enclosure 2, in No. 20.

Post Office Department, Toronto,
11 June 1859.

THE undersigned has the honour to report, for the consideration of his Excellency the Governor General, that he has given his careful attention to the documents referred to him on the 9th of June instant, comprising an application from Mr. Wm. M'D. Dawson, President of the North West Transit Company, and from Mr. Hugh Allan, together with certain despatches and communications on the subject of the transport of the mails between Great Britain and British Columbia; and the undersigned now respectfully submits—

Firstly, That the proposition of Messrs. Dawson, as president, and Mr. Allan, is for the transport of the mails between the points above named.

Secondly, That the Imperial Government is of opinion that the Canadian Government should be applied to, and its consent secured before any proposition of the nature in question can be entertained.

Thirdly, The Postmaster General of Great Britain, by his report, expresses his opinion that the contract for the conveyance of these mails should be effected by the Provincial, rather than by the Imperial Government.

The proposed service is properly divided into three parts.

1. That section between Liverpool and Canada.
2. That between the seaboard and the farthest westerly point reached by the Canadian Mail Service, and—
3. From such point last indicated to British Columbia.

Mr. Allan, one of the gentlemen above named, is already, under his contract with the Canadian Government, obliged to carry in his steamers between Liverpool and Quebec, all mails which may be delivered to him, under the authority of the Postmaster General of this Province. The first section of the entire route is therefore covered by existing arrangements.

The second section indicated is of course also covered by the internal mail service of the country.

It therefore only remains to consider what course should be adopted by this Government to provide for the service of the third section.

The undersigned cannot suppose that the Postmaster General of Great Britain intended in his report to convey the idea that it would be proper for the Government of this country to contract for the transport of mails, not its own, beyond the limits of the Province; such a course would be manifestly inexpedient, and cannot be recommended for adoption.

The requirements of the service between Great Britain and the westerly part of the Province being already supplied by the Canadian Government, it only remains for the Government to accord or withhold its assent to that portion of the proposal from Mr. Dawson, in behalf of the Transit Company, made to the Imperial Government, for the transport of the mails from the western extremity reached by the internal mail service of Canada to the Pacific.

The course about to be recommended by the undersigned, will leave the Imperial Government free to make any arrangement that may be considered advisable with the

Transit

Transit Company, for the unprovided portion of the proposed service, and will at the same time preclude any possibility of difficulty with Mr. Allan (the contractor for the ocean service), or with any other interests.

The remuneration to be received by the Canadian Government for the transport of mails for the Pacific coast across the Atlantic, and through Canada, is doubtless a matter of much importance, but is not a question in the adjustment of which any difficulty can be anticipated.

The undersigned therefore respectfully recommends that the Canadian Government do express its readiness to acquiesce in any arrangements which the Transit Company may be able to effect with the Imperial Government for the performance of that portion of the service in question which is not already provided for; and that an assurance be given that these mails will be conveyed by the Provincial Government over the other portions of the route whenever such service may be required, at such rate of remuneration for the service as his Excellency may determine.

(signed) *Sidney Smith*, P. M. G.

— No. 21. —

(No. 88.)

No. 22.
Right Hon. Sir E. Head, Bart. to the Duke of Newcastle.
23 July 1859.

COPY of a DESPATCH from the Right Honourable Sir *Edmund Head*, Bart., to the Duke of *Newcastle*.

Government House, Toronto, C. W., 23 July 1859.

My Lord Duke, (Received, 8 August 1859.)

WITH reference to previous correspondence, and more especially to the Address to Her Majesty from the Provincial Legislature on the subject of a subsidy to the Canadian line of ocean steamers, I have now the honour to enclose a copy of a Minute of my Executive Council, approved by myself. *Enclosure.*

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 21.

Encl. in No. 21.

COPY of a Report of a Committee of the Executive Council, dated 18th July 1859, approved by His Excellency the Governor General.

THE Committee have had before them a Report, dated 18th July 1859, from the Honourable the Postmaster General, submitting that immediate action should be taken to press urgently upon the Imperial Government the necessity for a subsidy by the Imperial Government to the Canadian line of Atlantic steamers, as prayed for in the Address of both branches of the Provincial Legislature during last Session, and also referred to in the Order in Council of the 13th June last on the subject of the transport of the mails between Great Britain and British Columbia through this Province, that it would be well that some member of the Provincial Government should, without delay, proceed to England for that purpose; and he recommends that the Honourable Mr. Rose be requested and authorised to undertake the mission.

The Committee submit the above suggestion for your Excellency's approval, and that Mr. Rose be also instructed to urge strongly upon the Imperial Government the very great injustice with which Canada conceives she is treated by the continuation of the subsidy to the Cunard line, and the additional injustice with which she is threatened by the proposed subsidy to a rival line of steamers, known as the Galway line, and whose interests are associated with a foreign country, and in direct hostility to those of Canada, and to the line of steamers she is endeavouring to sustain.

That any Member of the Council who may happen to be in England be associated with Mr. Rose in this duty.

(Certified.)
(signed) *Wm. H. Lee*, C. E. C.

COPIES of all CORRESPONDENCE between Her Majesty's Government and the British and North American Royal Mail Steam Packet Company or Sir *Samuel Cunard*, Bart., on the subject of the Prolongation or Renewal of the Contract made with that Company for the Conveyance of the Mails to and from *North America*.

Treasury Chambers,
27 July 1859.

S. LAING.

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 19 October 1857.

WITH reference to the verbal communications I have had with you, respecting the Mail Service between this country and North America,—

I beg to state that it is absolutely necessary to provide ships of greater size and power to compete successfully with the Americans, who are building most powerful ships, under the patronage of their Government.

Our contract requires us to furnish ships of 400-horse power, of about 1,200 tons burthen; the last ship built by us, "The Persia," is near 4,000 tons and 1,000-horse power: the Americans are building still larger ships, and unless we do so likewise, they will carry all the letters: the fastest ships will command both letters and passengers.

To build ships of the dimensions and power required, will cost nearly 200,000 *l.* each. We cannot venture to incur such an additional expenditure under our present waning contract; but if the Lords of the Treasury will be pleased to grant us an extension of five years beyond the termination of our present contract, we will build ships that will maintain the position that our ships have hitherto held on the Atlantic, and will maintain the credit of the British flag. I believe that the amount of the postage received from letters by our steamers is equal to the sum paid to us under the contract, so that this country has the advantage of a regular and safe weekly communication, to and from America, without any cost; but if it did even cost the country a small annual sum, the money would be well expended, by the great facility afforded to commerce and by maintaining the supremacy of British ships on the Atlantic; if we are driven off the line, the whole postal service will fall into the hands of the American Government.

If I could at once give notice of our intention to build immediately a most powerful steam ship, it would check the Americans, and I am sure it would give general satisfaction in this country. I am not without some claim upon the Government for having originated and carried out this very important public service, at great risk and responsibility, when no other party could be found to undertake it; and it may be remembered that this service is in substitution of the old sailing packets, by which many lives were annually lost; they were commonly known by the designation of "coffins," and they cost the Government about 40,000 *l.* a year.

Such powerful and expensive ships as are required for this service are totally valueless at the termination of the mail contract; they are too expensive to be used for any other purpose.

The "Persia" consumes upwards of 160 tons of coal per day. In a passage of nine days from New York to Liverpool she consumed 1,584 tons; the wear and tear and other things are expensive in the like proportion. No other employment would support such frightful expenditure.

I hope and trust that their Lordships may be pleased to grant my request, which will enable me to commence building a powerful ship without loss of time.

I am, &c.
(signed) *S. Cunard.*

Treasury Minute, dated 22 October 1857.

TRANSMIT copies of this communication to the Secretary of the Admiralty and to the Postmaster General for their observations thereon before any Lord can come to any decision in respect to it. In doing so, state that Mr. Cunard has offered, in the event of this application being complied with, to include in the subsidy now paid, a new service from Bahamas to New York, at this time so much required by that colony.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 26 October 1857.

WITH reference to your letter of the 24th instant, transmitting the copy of a letter from Mr. Cunard, in which he requests an extension of five years beyond the termination of the present contract for the conveyance of the mails between this country and North America, in order that he may build ships large enough to compete with the Americans; and stating that Mr. Cunard has offered, in the event of this application being complied with, to include in the subsidy now paid, a new service from Bahamas to New York. I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury, that my Lords believe that the best course for insuring a satisfactory performance of the service between this country and North America, will be by prolonging the contract with Messrs. Cunard & Co., who have hitherto executed it with greater success than has attended most undertakings of a similar description, and who of course cannot be expected to incur the heavy expense necessary for providing vessels of a superior description on a very short tenure of the contract. A further advantage will accrue to the public from their undertaking the conveyance of the mails to the Bahamas. It appears to my Lords, however, that it might be advisable to stipulate for the performance of the service to North America in vessels not less than those now employed, instead of 400-horse power only.

I am, &c.
(signed) *W. G. Romaine.*

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 14 November 1857.

THE request of Mr. Cunard for an extension of five years beyond the term of his present contract, is one which raises the whole question referred by your Lordships in 1853 to the consideration of a Committee which was presided over by my predecessor, Lord Canning, and which reported most fully and ably upon the subject. In the principles laid down in that report I entirely concur, and they suggest, in my opinion, the gravest doubt whether the application of Mr. Cunard ought to be complied with.

One main principle laid down by the Committee is, that Parliamentary grants may be requisite in "establishing new lines of communication or introducing new methods of conveyance," "but that this having been once done, and sufficient time having been allowed for the experiment, the further continuance of the service, unless required for political reasons, of adequate importance, should be made to depend upon the extent to which the parties interested avail themselves of it, and upon its tendency to become self-supporting."

The Committee proceed to instance this very contract as a case in point: "The heavy expense and serious risk of loss attending the introduction of ocean steamers might probably have prevented the experiment being tried." "Now, however, that success has been attained, it becomes important to consider whether the lines which have been opened cannot be made self-supporting, that is to say, whether they cannot be so carried on as to produce a postal revenue sufficient to cover the expense involved in their maintenance;" and, again, in a subsequent paragraph, the Committee observe with reference to the same point, "We see no sufficient reason for continually renewing such contracts for periods equally long after the object has been once attained. A company which has received a liberal subsidy for ten or twelve of the first years of its existence, ought to provide, by the establishment of a sinking fund, for the maintenance of its fleet of vessels, and may be fairly expected, after having been compensated for the original hazards, to continue

the service by fresh contracts entered into either from year to year, or for a period not exceeding three years." The existing contract with Mr. Cunard does not expire until 1862.

It appears then that Mr. Cunard has still remaining of his present contract a term longer than the maximum period for which, in the opinion of the Committee, any new contract should be made.

I would also direct your Lordships' attention to another point of importance arising out of the application of the principles laid down by the Committee to this particular case. One ground on which large Government subsidies are defended in certain cases is, that the conditions of the service require a class of vessel which would not be required for ordinary traffic. "The vessels now under contract with the Government are, however, for the most part, required to maintain high rates of speed. The contractors are also subject to a variety of conditions, designed partly to secure the efficiency of the postal service, and partly to render their vessels available for other national purposes, wholly unconnected with that service. In return, they are in the receipt of subsidies largely in excess of the amount of revenue derived from the mails they carry." And again, "It must be borne in mind, that the expensive vessels built for the conveyance of the mails at a high rate of speed, are not in demand for the purposes of ordinary traffic, and cannot, therefore, be withdrawn and applied to another service at short notice." But this is a condition which no longer applies to the American line of packets. So far from the requirements of the contract exceeding those which arise out of the ordinary traffic, the demands of that traffic are such as to justify and secure the establishment of vessels far more powerful than those contemplated by the Government. The superiority of his vessels to those stipulated for in the contract is referred to by Mr. Cunard himself, and is a fact which clearly indicates that the ordinary traffic now thoroughly established, is such as to leave far behind the mere requirements of the contract, and, consequently, that no excess of subsidy can be defended on the ground referred to by the Committee.

I would submit, therefore, to your Lordships that, on the contrary, the present is a case such as that specifically mentioned in another paragraph of the same report, viz., a case in which frequent and rapid communication already exists, and where, consequently, "it is not necessary for the Government to subsidise the contractors by contributing a considerable portion of their receipts, since it may fairly expect to get the service done for a payment which will cover the freight of the mail bags." In such cases, the Committee emphatically observe that "public competition for the conveyance of the mails can hardly be too frequently or too openly invited."

I need hardly remind your Lordships that the requirements of the traffic to America are now such as to lead to entirely new projects of navigation; and it seems more than probable, in the course of a very few years, under no other stimulus than that of ordinary commercial enterprise, the ocean will be traversed by vessels of extraordinary speed and power. Under such circumstances, it seems to me inexpedient that the Government should be bound for a long period to pay a large sum to vessels which may soon be outstripped by others.

Should a much greater speed be attained, the demand of the public for the employment of superior ships for postal purposes, even if not anticipated by Government, would probably become irresistible; indeed, as every person is at liberty to direct his letters to be sent by what ship he pleases, the postal revenue which may be considered applicable towards defraying the packet service, would, under such circumstances, be greatly diminished, even if the inferior packets were continued.

This latter consideration, the dependence of the postal revenue derived from any particular packets on the character of those packets for speed and regularity, affords additional weight to an opinion of the Committee, stated at page 7; viz., that "In some cases the conveyance of the mails might be advantageously provided for by a payment bearing a certain proportion to the estimated amount of the postage received, or based upon the actual weight of the bags carried."

Such an arrangement would, I think, do much more to secure improvements, from time to time, in the sea service than the ordinary stipulation, that the contractors shall make such alterations in the construction and machinery of their vessels "as the advanced state of science may suggest," and as the Admiralty may direct.

Even, therefore, where the postage received may be insufficient to defray the whole

whole cost of the service, as is the case in this instance (though Mr. Cunard seems to suppose otherwise), I would strongly recommend that the payment be based on the amount of postage by making it equal to the postage, and a certain fraction of the postage in addition; or, if requisite, even to a multiple of the postage. Such a mode of payment would have the additional advantage of rendering simple any negotiation with a Colony (as with Canada, for example in this instance), for the payment of its share of the cost.

The Committee recommend that, in any new contract, all provisions which do not directly bear upon the efficiency of the postal service, such as requiring that the vessels shall be so constructed as to serve to some extent for men-of-war, and that troops and stores shall be conveyed at less than the ordinary charge, should be abandoned, and in this recommendation I entirely concur.

Another recommendation of the Committee, in which, also, I concur, is that a scale of penalties should be laid down for delay in sailing, or for over-time in the voyage, and that these penalties should be rigidly enforced; a provision which would be doubly important if the payment for the service were to be a fixed sum instead of depending on the amount of postage.

In every new, or renewed contract, it is important that provision should be made for sorting letters on board, or (when it is not deemed necessary for this, or for any other purpose, to send a Government officer), to require that the contractors shall be responsible, through their captain, for the safe custody of the mail-bags, and for their proper exchange at the various ports of call.

Having made these remarks on the general subject of contract packets, I abstain from offering any detailed observations upon Mr. Cunard's contract, until I learn from your Lordships whether you determine to renew that contract, or to allow the present term to expire, and then to throw the service open to general competition.

I have, &c.
(signed) *Argyll.*

Treasury Minute, dated 15 December 1857.

Transmit this Report to the Board of Admiralty, and request that the Lords Commissioners will favour my Lords with any observations they may have to make upon the points raised by the Postmaster General, so far as the system referred to has been tried.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 21 December 1857.

I have received and laid before my Lords Commissioners of the Admiralty your letter of the 16th instant, enclosing one from the Postmaster General, dated the 14th ultimo, relative to an application from Mr. Cunard for a renewal of his contract for the conveyance of mails to North America, and requesting my Lords to offer any observations they may have to make upon the points raised by his Grace, so far as the system referred to has been tried, and I am to request you will state to the Lords Commissioners of Her Majesty's Treasury that it appears to my Lords that the questions opened for discussion by your letter involve a consideration of the functions which must necessarily be performed by different departments of Government in the formation of contracts for the conveyance of letters by mail packets, and upon which it is neither possible, nor would it be fitting, that the Admiralty should give an opinion.

In coming to a decision upon the propriety of entering into or extending such contracts, Government must (to quote the words of the Report of the Committee on Contract Packets of 1853), "in the first place have regard to the national interests, whether political, social, or commercial, involved in the establishment or maintenance of each particular line." The Foreign Office, the Colonial Office, and the East India Company can give opinions, supported by all the weight of the information which they possess with regard to political interests. The Board of Trade and the Post Office can state the social and commercial interests affected, while the latter department can calculate the probable revenue which may accrue from the postage of letters on the proposed line. The Board of Admiralty

can only observe upon the value of the service as facilitating communication with Her Majesty's ships and officers serving under its orders. These considerations determine whether it is desirable or not that the service should be performed.

It is obvious, however, that its cost must be an important element in arriving at a final decision, and on this point the Board of Admiralty are better able than any other department to give an opinion, both as to the best manner of executing a particular service as regards the number and the class of vessels to be employed, and they can also inform the Treasury what the probable cost of the service will be. With this information before them it must rest with the Treasury to decide whether a contract for any particular service is to be entered into or extended.

When this question has been decided by the Treasury, they will give their directions to the Admiralty, and it appears to my Lords that when they have received from the Treasury general instructions as to the nature of the service to be performed, and the limits of the payment proposed to be paid for it, the Board of Admiralty should, in communication with the Post Office, be entrusted with the entire duty of carrying the decision into effect by advertising for tenders, entering into the contracts, and superintending the manner in which they are performed.

This my Lords believe used to be the universal practice, but it has been recently changed so far that in the formation of some existing contracts my Lords have not been requested to give their opinion upon matters clearly for their decision, such as the fitness of vessels, &c. prior to the Treasury deciding upon the question.

The particular case upon which the observations of the Postmaster General are founded, and upon which the opinion of the Board of Admiralty is requested, involves two distinct questions; first, whether it is expedient to extend the contract with Mr. Cunard; secondly, what the terms of the extension should be.

Upon the first point their Lordships can only refer to the opinion contained in their letter to the Treasury of the 26th of October last, and they will further refer to the following extract from the report of the Committee of 1853. "The contractors," the Committee state, "attach great importance to a long and undisturbed term of contract, as alone enabling them to incur the expenses necessary for a successful competition with their rivals; and the manner in which they have fulfilled its stipulations is such as fairly to entitle them to all the benefit which may attach to a strict adherence to the present agreement for its full term." The further experience of four years has only added to the weight of this testimony, and their Lordships consider Mr. Cunard to be entitled to every confidence on the part of the Government and of the public.

Their Lordships must also observe, that, although the subsidy is large, the receipts from postage upon this line are very considerable. It appears from returns framed in 1853 that the subsidy paid for the three lines contracted for by Mr. Cunard was 188,040 *l*., the gross postage 160,069 *l*., the net receipts 126,398 *l*. leaving a balance paid by the public of 61,642 *l*. which is but one-third of the sum paid by the public for the West Indian mail service. The Postmaster General does not state whether the postal receipts have increased or diminished since the year 1853.

Their Lordships will now advert to the observations of the Postmaster General upon the terms of the contract, if it should be extended. They agree with him that it is inexpedient to insist upon those clauses with regard to the construction of contract packets, which were intended for the purpose of rendering them available for war purposes, but they consider that further consideration in communication with the War Office is necessary before the provisions as to the conveyance of passengers and stores are omitted; my Lords are of opinion that it is desirable to retain them, at any rate so far as regards sending officers or men by these vessels.

They believe that the experience of the past, and the stimulus of competition, are sufficient guarantees that Mr. Cunard will, if his contract is extended, continue as heretofore to improve his vessels along with, if not in advance of, the improvements which from time to time may be made by others in ocean steamers; but in the event of a failure in this respect, their Lordships would have power to compel him to do so.

With respect to a rigid enforcement of penalties, my Lords do not consider that it would be advisable to introduce a clause into the contract laying down a scale of penalties which should in no case be remitted. In long voyages accidents must occasionally occur, which it is not in the contractor's power to avert, and where the Board of Admiralty should be able to exercise discretion as to the remission of penalties,

penalties, which nevertheless they are prepared to enforce in all cases where the default has arisen from the neglect or mismanagement of the contractors.

My Lords have no objections to offer to the suggestions of the Postmaster General as to making the contractors responsible for the safe custody of the mail bags, or for requiring provision to be made for sorting letters on board, but this must be a subject of negotiation with the contractor, who cannot be expected to give up a portion of the space allotted to passengers without some compensation for the loss which it might entail upon him.

I am, &c.
(signed) *W. G. Romaine.*

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 7 January 1858.

I BEG to enclose the Report of the Postmaster General of the United States, by which it will appear that our mail packets carried during the last year between this country and the United States, a very much greater number of letters and newspapers than all the American mail packets together, viz.—

	Letters.	Newspapers.
By the Cunard mail packets -	2,658,343 -	2,143,423
By the American mail packets -	1,220,733 -	1,178,629

The Postmaster General further reports as follows: "Nearly two-thirds of the transatlantic mails have been conveyed by the Cunard line, and nearly four-fifths of the postage goes to the British Government, saying nothing of the still greater proportion it receives on mails so conveyed for countries beyond England." The American packets are frequently withdrawn during the stormy weather in the winter, when there is great wear and tear and little traffic. The last American packet departed from Liverpool on the 23d December, the next is advertised in the Post Office list for the 3d February; there is neither freight nor passengers at present.

If we were to follow this irregular system, what would become of the important correspondence between the two countries?

For 18 years we have never in any one instance failed to depart with the mails at the appointed time; no description of weather has delayed the sailing for a single hour; it is this regularity that has brought the great portion of the letters to our packets, and I think should entitle us to the continued protection and support of the Government. For several months past we have not received as much money for freight and passage as would pay for the coals consumed, but we have not hesitated to do our duty, nor have we asked for any remission of the service in consequence of bad weather, or want of freight or passengers.

It will be seen by the Postmaster General's Report that the Americans are extending their mail service over almost every navigable part of the world, and will, in many places, have the entire monopoly. They would have had it on the Atlantic long since, if I had not, at great risk and danger, taken up the decided position I did, and I hope and trust, if I am supported by the Government, that I shall be enabled to retain for Great Britain, the good position on the Atlantic which I have established with such unwearied perseverance, and without much, if any cost, to the country. To enable me to do so, I must produce vessels which shall meet the last ships built by the Americans, and I am now losing much valuable time which should be earnestly devoted to that object.

I therefore entreat the Lords of the Treasury to comply with my application for an extension of the term of my contract, as prayed for in my former letters. I am very differently situated from all other mail contractors in this country; they have no competition; I have the greatest opposition, and from a quarter the most to be dreaded. Unless, therefore, I build powerful ships, the whole mail service on the Atlantic will fall into the hands of the Americans.

I am sure that I can appeal with confidence to the Lords of the Admiralty, and to the country at large, for an expression of approbation of the manner in which I have performed this duty for nearly 18 years, besides claiming, perhaps, some merit for having originated this service when no other parties could be found to undertake it.

I have &c.
(signed) *Cunard.*

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 9 January 1858.

With reference to a Report made by a Committee on Postal Service in the year 1853, in which it is stated that there was a loss by our mail steamers of about 60,000 *l.* per annum—(I have not the Report by me to refer to)—I was much disappointed by this statement, and on mentioning it to Lord Canning, he gave me permission to refer to the accounts at the Post Office, and Mr. Rowland Hill afforded me every facility I required. I found that the gross receipts by our steamers was there stated at 181,000 *l.*, but as the estimate was formed from an account taken in the month of December preceding, when there were but four departures, it was not exactly a correct statement; it should be—

	£.
If 48 departures in the year give - - - -	181,000
Four additional will give - - - - -	15,000
	196,000
The contract is for - - - - - -	173,000
Showing a balance in favour of contract of -	- £. 23,000

I ascertained that only two-thirds of the postage was carried to the credit of the account, the other third being deducted to cover charges; the rate of postage was then 1 *s.*, of which 8 *d.* only was carried to the credit of the account.

One of the charges was 2½ *d.* per letter allowed to the American Government, by agreement, on the letters carried by our steam ships; under the same agreement 25,155 *l.* was received from the American Government for letters carried by their packets; this was a clear profit, earned by our ships, and should have been placed to their credit; if we are charged with the amount paid to the American Government, we should have credit for the money received from the same source. There was also a charge of 22,804 *l.* per annum for extra expenses in England, being at the rate of 1½ *d.* per letter.

I observed also a charge of 5,535 *l.* for dead letters returned; I ascertained that we got credit originally at 8 *d.*, but when re-charged, it was at the full rate of 1 *s.* each; the difference being 1,845 *l.* I believe that the amount of the contract for conveying the mails to Bermuda, St, Thomas, and Newfoundland, was charged in the Report to the debit of this account, but it should not have been; it is quite a separate contract, and never was expected to produce any return in the shape of postage; the arrangement was made chiefly with the view of keeping up the communication with the West Indies and North American stations; the sum of 14,000 *l.* should, therefore, not have been charged to this account.

I am aware that it is of no consequence how the proceeds are appropriated, and it may be considered that I am taking a liberty in making comments on the accounts; but I know by former official published returns that the postage received by our steam ships far exceeded the sum paid to us, and I was surprised to learn that so great a change had suddenly taken place: I addressed a letter to Lord Canning at the time, containing the substance of this communication.

I believe this postal line, embracing as it does the correspondence between Europe and America, including the British Colonies, is considered to be the most important line of communication, and I also believe it to be the only self-sustaining postal line; but if its receipts were even not equal to the cost, I still think the Government would not allow it to be discontinued.

I have, &c.
(signed) *S. Cunard.*

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 20 February 1858.

I beg to enclose copy of my letter to you, dated the 9th January, which you did not recollect to have read, when I last waited on you.

I hope

I hope and trust that you will grant my request, by giving me the extension that I have been soliciting, and not hand me over to other persons ; time is of much consequence to me.

I am sure it will give great satisfaction to the Lords of the Admiralty, who have recommended it to be granted.

I am willing to perform the service between Liverpool and Newfoundland, as proposed in my former communication to you, or, if you prefer it, I will put on a small steamer between Nassau and New York.

I remain, &c.
(signed) *S. Cunard.*

Treasury Minute, dated 2 March 1858.

WRITE to Mr. Cunard, that upon full consideration of his application, my Lords are of opinion that his present contract is yet too far from its termination to justify a renewal or extension; at the same time, state that my Lords are in every way satisfied with the manner in which he has performed the service, and they will be prepared to consider favourably any application he may make when his present contract has advanced nearer to a termination.

S. Cunard, Esq., to the Secretary to the Admiralty.

Sir, Bush Hill, Edmonton, 20 March 1858.

I HAVE been, for some time past, most anxious to obtain an extension to the period of my present mail contract, which would enable me to build ships of a size to compete successfully with the American mail contract vessels.

The late Lords of the Admiralty were pleased to recommend my application to the Lords of the Treasury, who were also favourably disposed to my application for a short time ; time is, however, of the greatest consequence to me, for the following reasons :

The late unfavourable state of mercantile affairs in this country and the United States have caused much derangement among the American mail contract steam ships. There have been neither passengers nor freight for several months past ; and the owners of these ships were unwilling to send them across the Atlantic, at the most inclement season of the year, at a certain heavy loss, and they withdrew them accordingly, notwithstanding their obligations to their Government to carry the mails. They have also found that their expenses far exceeded their income, although they have received from their Government double the amount of subsidy paid to me by our Government. Their mail ships are now in the hands of the sheriffs.

This is therefore the time for me to come forward and show that I am not deterred by the unfavourable state of affairs, or by opposition, but intend to prosecute the service with vigour, by building other large and powerful ships, which may be the means of preventing the establishment of another American company for some time, the last company having lost a frightful sum. I, however, think that the American Government will never be satisfied to let the whole of the postal service fall into our hands.

If I had followed the example of the American mail packets, the postal service between this country and America would have been suspended during the winter, but I have not failed to perform the service with the same uniform regularity during the winter (when there was very little freight or passengers) as at all other times.

In consequence of the well-established character of our ships for regularity throughout the year, the greater portion of the letters and papers are conveyed by them. The Postmaster General of the United States, in his annual report (which I herewith enclose) states, that " our ships carry four-fifths of the whole Atlantic postage." I believe that the amount of postage received by our vessels is quite equal to the sum paid to me by the British Government, and that this regular and most important postal communication is kept up without cost to the country, which would otherwise fall into the hands of the Americans. This is too

important a service to be permitted to pass into the hands of foreigners, even if it did cost some money to support it.

Our ships were also of great and essential service during the late Russian war.

We should at once proceed to build a ship of the dimensions of the "Persia," or perhaps larger. I myself am not afraid to take the responsibility of doing so, as I feel confident of the continued support of Her Majesty's Government. I originated this service, and have performed the duty faithfully, giving satisfaction to every branch of the Government and to the country at large. I therefore feel confident that I shall be sustained; but my partners in Glasgow are cautious men, and, without the certainty of an extension of the term of the contract, will not venture to lay down a ship which will cost nearly 200,000*l.*, and that cannot be ready for sea in much less than three years, which would be near the termination of our present contract.

I have, therefore, to solicit their Lordships to grant me the extension of five years beyond the termination of our present contract.

The French Government have just now entered into contracts for a period of 20 years, granting very large subsidies for the establishment of two lines of postal steamers between France and America.

I have, &c.
(signed) *S. Cunard.*

I beg also to enclose, for your information, copies of my letters to Mr. Wilson, dated 7th and 9th January last.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 29 March 1858.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the enclosed copy of a letter, dated the 20th instant, from Mr. Cunard, and that you will, at the same time, direct their attention to the letters from this Board, dated the 26th of October and the 21st of December last.

My Lords consider it to be most important that the superiority of the Royal Packet Line should be maintained; and they therefore strongly recommend this application to the favourable consideration of the Lords of the Treasury.

To maintain regularity and speed in navigating the Northern Atlantic, more especially in the winter months, it is essential that vessels of the largest class, with machinery of the best construction, should be employed, and as the necessities of trade do not require the employment of ships of so costly a description, it is not to be supposed that on the expiration of the present term of Mr. Cunard's contract any other private enterprise could be found to afford an adequate substitute for the large steam ships constructed specially for the service, which they have performed with so much safety, regularity, and despatch.

Mr. Cunard proposes, in return for the prolongation of his contract for five years, to build another vessel at least equal to the "Persia," the largest and most powerful vessel now on the line; and my Lords are of opinion that by accepting this proposal great advantage, without any additional cost, will be secured to the public.

I am, &c.
(signed) *H. Corry.*

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 29 April 1858.

IN reply to your request to be informed upon what terms a monthly mail communication could be carried on between New York and Nassau, New Providence; this service could not be performed for less than 11,000 *l.* or 12,000 *l.* per annum; but as I am anxious to get the extension to my Atlantic Mail Contract arranged

arranged without delay, I am willing to perform this additional service in connexion with the Atlantic contract on the following terms, viz.:—To convey the Mails between New York and Nassau, once a month, by a steam ship of not less than 400 tons and 50-horse power, at the rate of 3,000 *l.* per annum, for five years. In the event of loss or accident to the steam ship, the mails to be conveyed by a sailing vess l until another steam ship can be provided, or the repairs made.

I remain, &c.

(signed) *S. Cunard.*

Treasury Minute, dated 20 May 1858.

My Lords have before them an application addressed by Mr. Cunard to the Board of Admiralty, praying that his contract for the conveyance of Mails between England and North America may be extended for a further period of five years.

A strong recommendation is forwarded by the Lords of the Admiralty, and strong reasons are urged for complying with the request.

A similar application was brought before the late Board of Treasury, who expressed an opinion that it was somewhat premature to consider the question, stating, however, at the same time, their willingness to entertain favourably any application which Mr. Cunard might make when his present contract had advanced nearer to its termination.

After a careful consideration of the correspondence which has passed on this subject between this Board, the Board of Admiralty, and the Postmaster General, and especially of the recommendation now renewed by the Lords of the Admiralty, my Lords have arrived at the opinion that an extension of this contract may, without further delay, be conceded as a measure of great public importance.

My Lords are not insensible to the force of the arguments urged with so much ability in the letter of the Duke of Argyll, dated 14th November 1857, so far as they apply to ordinary postal contracts; but they consider that the case of this contract is precisely one of those alluded to in the Report of the Committee on Contract Packets of 1853, and quoted in Mr. Romaine's letter of 21st December last, in which it is stated that "regard must be had to the national interests, whether political, social, or commercial, which may be involved in the establishment or maintenance of a particular line;" and in this view the Board of Admiralty, in their present communication, appear fully to concur.

As regards the apprehension expressed by the late Postmaster General, that in the course of a few years a larger class of vessels may be required for the performance of the service than that which can at present be stipulated for, and the opinion expressed by him that "under such circumstances it seems inexpedient that the Government should be bound for a long period to pay a large sum to vessels which may soon be outstripped by others," my Lords are of opinion that a long experience of Mr. Cunard's career, as a contractor, during which he has in a great degree anticipated the improvements which have from time to time been made in ocean steamers, and has maintained upon his line vessels of a size and efficiency exceeding the requirements of his contract, affords a strong presumption that the service will not deteriorate in this respect. In addition to which, the stimulus of the competition which must necessarily exist in reference to such a service as that between this country and North America will be a further inducement to Mr. Cunard to keep up with the improvements of the age.

Mr. Cunard has offered, moreover, in consideration of an extension of his contract, to undertake a monthly service between New York and the Bahamas, in connexion with the main line, for an annual subsidy of 3,000 *l.* a year, although when tenders were recently called for, for the performance of this service, in compliance with the urgent representations of the Colony, and the recommendation of the Secretary of State for the Colonies, only one offer was received, owing to the unremunerative nature of the service, and small amount of subsidy available, and the sum demanded by the tenderer was 9,000 *l.*

Before, however, issuing any final directions in the matter, my Lords are desirous of ascertaining from the Postmaster General what modifications he would suggest, without materially affecting the basis of the present contract, with the view of making the subsidy bear a proportion to the amount of postage or weight of letters, if his Lordship should concur with his predecessors as to the expediency of such

 modification;

modification; as also of rendering the contractor responsible for the safe custody of the mail bags, and providing accommodation on board for the sorting of letters.

Transmit copy of this Minute to the Postmaster General, and request that he will communicate to their Lordships his views upon the points alluded to with as little delay as practicable.

Transmit copy to Admiralty, and state that my Lords will communicate with the Lords Commissioners further on the subject as soon as they shall have received an answer to their letter to the Postmaster General.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post-office, 4 June 1858.

With reference to Sir Charles Trevelyan's letter of the 22d ultimo, I have the honour to state, that I concur with my predecessor in the expediency, under ordinary circumstances, of making any subsidy which may be granted for a packet service bear a proportion to the amount of postage received.

Should your Lordships be indisposed, in the case of Mr. Cunard's contract, to make the whole subsidy depend upon the amount of sea-postage, the principle might still be adopted in part, by paying over to Mr. Cunard a portion of this postage, say one-half, and a fixed sum in addition, or by giving him the whole sea-postage, and a smaller fixed sum.

The estimated amount of sea-postage last year obtained by the service in question, was about 120,000 *l.*, and if this be taken as an average, one-half the sea-postage, together with a fixed yearly sum of 110,000 *l.*, or the whole sea-postage, together with a yearly fixed sum of 50,000 *l.*, would place Mr. Cunard in nearly the same position as at present, provided that no reduction be made in the rates of postage (unless compensated by an increase in the number of letters); that upon the whole, the speed and regularity of Mr. Cunard's ships, as compared with other ships, continue about the same; and that no material change take place in the relative numbers of fast-sailing vessels, and starting on fixed days.

As regards the rate of postage, your Lordships are aware that an offer has been made to the Post-office of the United States to reduce the rate between the two countries from 1 *s.* the half-ounce letter to 6 *d.*, and if this offer should be accepted, the immediate effect would no doubt be a large falling off in the amount of postage.

Judging by experience, however, in other similar reductions, it may be assumed that much of the decrease would soon be made good by an augmentation of the number of letters; and if to this increase, a further addition be made for the general tendency to a larger correspondence between this country and the United States and British North America, I think it probable, that so far as the matter depends on the rates of postage, the estimate of 120,000 *l.* may prove a fair average of the amount of sea-postage in each year of the contract, and that the actual amount will be as likely to exceed that sum as to fall short of it.

With regard to the number of rival packets, it is impossible to speak with any degree of certainty.

We know that there will soon be more Canadian packets on the line, but what course may be adopted by the Government of the United States I cannot foretell. The Collins' line of steamers has been discontinued, and the United States Post-office is at present sending mails apparently under a series of special contracts, each for a single trip; but it may be presumed that this arrangement is only temporary.

Such uncertainties as these form one great objection to contracts for long periods.

On the general subject of remuneration, it may be remarked, that the present payment to Mr. Cunard is at a higher rate than for any other service, being equal to 11*s.* 4¼*d.* per mile; while the payment for the West Indian service is 10*s.* 10½*d.* per mile; that for the East Indian service, 6*s.* 2*d.*; and that for the Brazilian, 3*s.* 10¾*d.*

It should also be stated that the Liverpool, New York, and Philadelphia Steam Ship Company, whose vessels, according to the register kept at Lloyds, make their voyages

voyages at a speed not much inferior to Mr. Cunard's (although the Company, having had no subsidy from Government, have been subject to no penalties for delay), lately offered, on the discontinuance of the Collins' steamers, to carry our mails to and from New York for the amount of postage, by which was understood the amount of sea-postage.

As no official information had been received from the United States of the withdrawal of their packets, or of their general intentions on the subject, it was not at that time thought courteous towards the United States Post-office to accept this offer; but since then, the United States Post-office has itself, on several occasions, sent mails (which it claims to be considered packet-mails) by this Company's vessels; and it is probable that the payment to the Company is even less, indeed much less, than the whole sea-postage.

If I am right in this conjecture, and the course adopted by the United States Post-office should continue, the United States will have at least a large portion of their sea-service performed at a much less cost than ourselves; since, at the present rate of payment, Mr. Cunard's service, instead of yielding to us a profit, is attended with an annual loss to the British Government of about 53,000*l.*

In any contract which may be entered into with Mr. Cunard, it would, of course, be necessary to guard against the Postmaster General being debarred from sending letters, newspapers, &c., by other ships than his, or (with the consent of your Lordships) from altering the rates of postage.

In order to prevent contention, moreover, the decision as to what part of the postage ought fairly to be regarded as sea-postage, should be left to the Postmaster General; although, for Mr. Cunard's security, should he desire it, there would be no objection to stipulating, that in the two great classes of letters, viz. those which pass direct between this country and the United States, or between this country and British North America, two-thirds of the whole postage should, as at present, be considered as sea-postage.

With respect to the safe custody of the mails, I am, after full consideration, satisfied that the present provision in Mr. Cunard's contract, that the commander of every vessel shall take due care of any of Her Majesty's mails which may be entrusted to him, is sufficient. Under this provision, the mails have for some years been placed in the sole charge of the captains of Mr. Cunard's packets, and the result has been very satisfactory.

As the provision forms part of the contract, its habitual or gross neglect would be a breach of covenant, endangering the continuance of the whole contract.

As the present contract directs, that accommodation shall be provided in the packets for "an officer in Her Majesty's Navy, or any other person to be appointed by the said Commissioners, and also a servant of the said officer, or other person as aforesaid, if required," it seems scarcely necessary to make any arrangement for the personal accommodation and board of the Post-office clerk and sorter who would probably be sent in lieu of the naval officer and servant; although, to prevent misconception, it may be well to insert a few words with express reference to this object.

In addition, a small room for sorting the mails will be necessary; and I would suggest that it be stipulated that, when required, such room shall be provided to the satisfaction of the Postmaster General; the fittings, however, to be furnished at the cost of the department.

It would, I think, be convenient, if the two existing contracts with Messrs. Cunard, Burns, and McIver, for the service in question, were to merge into the new contract, so as to have only one document; but it should, at all events, be provided, that I should have the power speedily to introduce the sorting of letters on board Mr. Cunard's packets.

When the draft contract with Messrs. Cunard, Burns, and McIver, has been prepared, I request that I may have an opportunity of examining it.

I have, &c.

(signed) *Colchester.*

S. Cunard, Esq., to the Secretary to the Treasury.

Sir, Bush Hill, Edmonton, 11 June 1848.

In the Treasury letter to the Admiralty, on the subject of the extension of my Atlantic contract, reference is made to a communication from the Post-office.

You mentioned to me that you had received the reply from the Post-office; the Admiralty is waiting for this communication; will you be so good as to cause it to be sent to the Admiralty?

I hope the Post-office may not suggest the imposition of any extra duty. I have already agreed to perform the additional service between New York and Nassau, by which I shall lose a large sum annually, and I hope and trust that you will not admit of any further increase to the service.

I remain, &c.
(signed) *S. Cunard.*

Treasury Minute, dated 14 June 1858.

TRANSMIT to the Secretary of the Admiralty Mr. Cunard's letter of 29th April, together with the letter of the Postmaster General of June 4. State that in extending the contract for five years, it appears to my Lords that it would be desirable, in the event of the amount of postage received or the weight of letters carried being considerably reduced, that after the expiration of the term of the present contract there should be a deduction from the subsidy having some proportion to such reduction of weight or amount of postage.

A stipulation such as this would obviate, in a great degree, the objection suggested by the Postmaster General to the extension of the contract by reason of the uncertainty of the service.

My Lords have also to request the attention of the Lords of the Admiralty to the Postmaster's suggestion as to the power being reserved of sending letters, newspapers, &c., by other ships, of altering the rates of postage, and of leaving it to the Postmaster General to decide what part of the postage ought fairly to be regarded as sea-postage.

The other matters referred to by the Postmaster General will no doubt receive the consideration of the Lords of the Admiralty. Request that the Secretary of the Admiralty will inform this Board of the arrangements which the Admiralty may be enabled to make with Mr. Cunard on the points above referred to, before the contract is finally prepared.

State also that provision must be made, if it does not already exist, that the Admiralty should have the power, when Holyhead Harbour is completed, of making it the port of departure, if they shall deem it expedient; and it may also be a question whether a power might not be reserved of declaring any other harbour (Galway, for example), at any subsequent period the port of departure, provided such harbour shall be ascertained to be safe and commodious.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 19 June 1858.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 14th instant, transmitting a letter, dated the 29th April last, from Mr. Cunard, offering to undertake a monthly communication to and from New York and Nassau, by means of an auxiliary steam ship, of not less than 400 tons, for the sum of 3,000*l.* per annum, for a period of five years, in consideration of an extension of five years to the term of his existing contract for the North American mail service.

My Lords have at the same time taken into consideration the Postmaster General's letter of the 4th of this month, in which his Lordship submits that the two existing contracts for the North American Mail Service be merged into the new contract, so as to have only one document, and that the amount of subsidy should be partly dependent on the amount of postage, whilst a power should be retained by the Post-office to despatch the mails by other than the contract packets, and to reduce the charge of postage.

My Lords have to observe, that the present contracts by which the weekly communication with North America is maintained, are not terminable (excepting on default) till the 1st of January 1862, and that the ostensible object of the contractors, in their application at this early date for an extension of the period, is to enable them, on the security so afforded of the continuance of the Government subsidy, to embark additional capital in the construction of still more powerful steam

steam ships, by which to outstrip all competitors, and maintain the superiority of the British line. This object appears to my Lords of national importance; and in the maintenance of this line considerations of greater moment than those of a postal nature must have weight, when it is borne in mind that it is the connecting link between this country and her vast possessions across the Atlantic; and that in the event of the withdrawal of adequate support, the British line will be supplanted by foreign competitors, whose Government would probably again grant to them larger subsidies than those paid by this country.

My Lords again revert to these considerations, as it appears that the Postmaster General confines his view exclusively to the pecuniary question of postage, one of minor importance in regard to this service. It is right moreover to add, that the proposition to make the amount of subsidy dependent on the amount of postage, appears to my Lords objectionable in principle, whilst the reservation of power to the Postmaster General to vary the amount by reduction of charge and diversion of the mails, under a contract with this department, would introduce uncertainty, and would, as my Lords conceive, be at variance alike with practice, with reason, and with equity. My Lords have ascertained from the contractors that they are not prepared to undertake the service on such conditions. It will therefore be for the Lords of the Treasury to determine whether the advantages of maintaining the Royal Packet line will not justify the Government in granting an extension of the contract for five years, under the conditions offered by Mr. Cunard.

I am, &c.
(signed) *H. Corry.*

Treasury Minute, dated 21 June 1858.

WRITE to the Secretary of the Admiralty, that, for the reasons given by the Lords of the Admiralty, my Lords are not disposed to press further the modifications urged by the Postmaster General as regards making the subsidy, after the expiration of the present contract, bear some proportion to the number of letters or amount of postage. Having reference to the very important considerations involved in this service, and which, as stated by the Lords of the Admiralty, are national, rather than merely postal, my Lords approve of the extension of the contract for five years, in conformity with their Minute of 20 May last, and authorise the Lords of the Admiralty to prepare the same, and submit it to this Board for approval.

S. Cunard, Esq., to the Secretary of the Admiralty.

Sir, 52, Old Bond-street, 7 July 1858.

I BEG to enclose a copy of my letter to the Secretary of the Admiralty, of the 10th September 1851, respecting the rates for Government contract passengers, with a copy of Mr. Hamilton's reply, 2d October; and I propose, if it meets with their Lordships' approval, to substitute, in the new contract, these reduced rates (a schedule of which accompanies this letter) for the higher ones in the present contracts.

I have, &c.
(signed) *S. Cunard.*

Enclosure, No. 1, to Mr. *Cunard*'s Letter, dated 7 July 1858.

Burlington Hotel, Cork-street,
Sir, 10 September 1851.

I TAKE the liberty to bring under the notice of the Admiralty the rates of passage charged for Government passengers by the mail packets, which in some instances exceed the rates now charged for private passengers, and which, without explanation, might appear to be improper and inconsistent.

Circumstances have compelled us from time to time to reduce the rate of private passengers, and we may still have to make further reductions, or even for a time to take passengers without charge; but we have the power of advancing the price even beyond the original rates. It is different with the Government passengers. We cannot charge more than the price agreed upon under the contract; and I do not think their Lordships would expect us to take less. The Government is not

injured by the reduction we may be compelled to make to others. We are bound to take the Government passengers, whether it may put us to inconvenience or not. We can take or reject private passengers to suit our own convenience, and in the event of war, or other circumstances, we are at liberty to fix such rates as we may think right.

With this explanation, which I hope may be deemed satisfactory, I now beg to suggest reductions in some of the rates, as I do not like the appearance of charging Government anything that may be considered objectionable.

This proposal not to be construed as affecting permanently the rates established under the contract, which we are to have the privilege of resuming in the event of war or other circumstances justifying it.

I have, &c.

The Secretary of the Admiralty.

(signed) *S. Cunard.*

Enclosure, No. 2, to Mr. *Cunard*'s Letter of 7 July 1858.

Sir, Admiralty, 2 October 1851.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 10th September, proposing certain reductions, from the 1st of January 1852, in the rates of passage-money charged for Government passengers by your contract steam vessels, I am commanded by their Lordships to inform you that they are sensible of your liberality in proposing these reductions, and that they accept your offer, agreeing that the alteration is not to affect your right of reverting, at a future time, to the rates specified in the existing contracts.

I am, &c.

S. Cunard, Esq., &c. &c. &c.

(signed) *W. B. Hamilton.*

Admiralty, 10 July 1859.

Vide page 66. REDUCED SCALE of RATES for Government Passengers inserted in the Contract now preparing.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 17 July 1858.

WITH reference to your letter of the 22d ultimo, I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the consideration and approval of the Lords Commissioners of Her Majesty's Treasury, the accompanying draft contract, for extending the present contract with Messrs. Cunard, Burns, and McIver to the 1st January 1867.

Vide Contract, page 61.

I am, &c.

(signed) *H. Corry.*

Treasury Minute, dated 20 July 1858.

TRANSMIT the draft contract to the Postmaster General, and request that he will cause it to be returned to this office, with any observations he may have to offer, at his earliest convenience.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post-office, 28 July 1858.

With reference to Sir Charles Trevelyan's letter of the 20th instant, enclosing the draft of a new contract proposed to be entered into with Messrs. Cunard, Burns, and McIver, for the conveyance of the mails between this country and America, I beg to call your Lordships' attention to the fact that the suggestions in my letter of the 4th ultimo, for making part, at least, of the payment to the contractors depend on the amount of postage received, and for requiring them to provide a suitable room in each of their vessels for sorting letters, have not been embodied in the draft contract.

With respect to the clause requiring the contractors to receive on board each of their vessels an officer in charge of the mails, I observe that in folios 12, 16, and 17, powers are proposed to be given to this officer, and duties imposed upon him, which would only be proper in the event of his being an officer in Her Majesty's Navy, and I beg leave to suggest that the draft should be altered in this respect, and a clause introduced similar to one in the late contract for the Australian Mail Service, providing that when any officer in the service of Her Majesty's Post-office has the charge of the mails, his duties shall be confined to Post-office business.

I have also to remark, that the draft contract provides no penalty for delay in starting from New York, Boston, or Halifax (such as is covenanted for in the case of Liverpool), and that no time is prescribed within which the voyage must be performed, or penalty for excess of time.

At folio 33 of the draft contract, question is raised in the margin which of two paragraphs (both taken from the present contracts) should be retained. I strongly recommend the selection of the second paragraph, viz., that which enables either party to terminate the contract on simply giving a notice of twelve months. If, however, this cannot be arranged, I would advise that the Admiralty take power, such as is given in the first paragraph to the contractors, to terminate the contract on the payment of a sum of money in addition to giving a certain notice.

I have, &c.
(signed) *Colchester.*

Treasury Minute, dated 4 August 1858.

Return the draft contract to the Admiralty, and state that it has been considered desirable by the Postmaster General that a clause should be added requiring the contractors to provide a suitable room in each of their vessels for sorting letters. Mr. Cunard has represented to their Lordships that great inconvenience is likely to be incurred by the adoption of an arrangement which would necessitate the frequent opening of the hatches for the purpose of transferring the mail-bags to and from the sorting-room, a process which he states would be attended with great difficulty during the stormy weather of the winter season. My Lords request, therefore, that in carrying out the wishes of the Postmaster General, the Lords of the Admiralty will communicate with Mr. Cunard with a view of devising some plan to obviate the inconvenience which he apprehends.

With respect to the clause requiring the contractor to receive on board each of their vessels an officer in charge of the mails, the Postmaster General has suggested the introduction of a clause limiting the duties of any post-office officer who may have the charge of the mails, strictly to post-office business. My Lords see no objection to the insertion of such a clause; at the same time they consider that no alteration should be made in the clauses which empower the Admiralty to send a naval officer in charge of the mails. Should the case at any time arise of an Admiralty agent being sent in addition to the Post-office sorting clerk, a reasonable sum should be paid to the contractor for the passage money of the Post-office clerk.

At folio 33 of the draft contract a question is raised in the margin, which of two paragraphs should be retained; the first paragraph gives to the contractor absolute power of terminating the contract at 12 months' notice, and upon payment of a sum of 20,000*l.*; the second enables either party to terminate upon giving 12 months' notice.

It is to be remarked, that the former clause forms part of the contract of 1850, and that the latter occurs in that of 1852.

The Postmaster General urges the adoption of the second paragraph; but Mr. Cunard represents that the power which is conceded to the Admiralty in the con-

tract of 1852, of terminating the agreement, was only applicable to the additional winter services, which formed the subject of that contract, and was inserted by the Admiralty, and assented to by him solely with a view to putting a stop to these extra voyages, should it be found that they were not absolutely required; whereas the clause in the contract of 1850, which gives to the contractor the sole power of terminating the contract, was inserted at Mr. Cunard's own request, to guard himself against the ruinous loss which might possibly be entailed upon him by a forced performance of his larger service at that period in a great degree experimental. He states now, that, contemplating a very large expenditure in building new and powerful vessels, he could not undertake to sign a contract for the entire service, subject to a power on the part of the Admiralty to terminate his engagement at a year's notice, even though accompanied by a stipulation (as has been suggested by the Postmaster General) of a payment being made to him, in such a case, of a sum of money as compensation.

My Lords consider it not unreasonable that Mr. Cunard should hesitate to employ a very large amount of capital in an undertaking with the contingency of a sudden and unforeseen termination of his engagement, especially as, from the size and peculiar construction of his vessels, he might find no means of disposing of them, and would thus almost certainly incur large losses; and they are inclined, therefore, to authorise the omission of both the clauses in the new contract, an arrangement which, while it will avert from the contractor the possibility of such a contingency as above alluded to, will guard the public against the abandonment of the service by Mr. Cunard himself.

The only other clause in which my Lords are desirous of inserting an alteration, is that relating to the duration of the Nassau portion of the service, which it has been decided shall be for a period contemporaneous with the main contract, an alteration in which Mr. Cunard has signified his acquiescence.

Transmit copy of this minute to the Postmaster General, and, with reference to the other points alluded to in his letter of the 28th ultimo, state, in the first place, that, after mature consideration of his Lordship's recommendation, my Lords are not prepared, in the case of Mr. Cunard's contract, to adopt the principle of making the subsidy proportionate to the amount of postage. For many reasons of great importance, both political and social, my Lords are of opinion that an efficient performance of the postal service between this country and the United States of America is a matter deserving the utmost consideration of Her Majesty's Government, and they are unwilling in any way to withdraw the encouragement which they have hitherto afforded to it, and which has been attended with such satisfactory results. With regard to the only other points not alluded to in the instructions sent to the Admiralty, viz., the omission of penalty clauses for delay in starting from the American side, or for excess of time, and of a clause fixing a time for the performance of the voyage, &c., state that they have been fully considered by their Lordships, but that my Lords are not prepared to authorise any alteration in these respects in the draft contract. The confidence which a long experience enables them to repose in Mr. Cunard, added to the terms of the contract itself, which empowers the Admiralty to terminate it abruptly if its provisions are not complied with, appear to warrant the belief that no additional security need be taken to insure the satisfactory working of the service.

The Secretary to the Admiralty to *S. Cunard*, Esq.

Sir, Admiralty, 6 August 1859

The Lords Commissioners of Her Majesty's Treasury have communicated to this Department that you have represented that great inconvenience is likely to arise by the adoption, on board of the North American contract packets, of the system of sorting letters on the passage, and that the opening of the hatches in stormy weather, for the purpose of transferring the mail bags from the sorting room, would be an operation attended with considerable difficulty and risk. I am commanded by my Lords Commissioners of the Admiralty to request you will state whether you are prepared to suggest some plan to obviate the inconvenience you apprehend.

I am, &c.

(signed) *W. G. Romaine.*

S. Cunard, Esq., to the Secretary to the Admiralty.

Bush-hill, Edmonton,
Sir, 9 August 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 6th August (S), with reference to the sorting of letters on board of the contract mail steamers, between the United States and England.

Their Lordships will not, I trust, think that I have any desire of making difficulties in carrying out their Lordships' wishes, or any suggestion which may be made for the benefit of the public service, but I submit for their Lordships' consideration, the reasons why I think that this plan, which may work well in the Mediterranean or in mild latitudes, cannot be adopted with safety on the North Atlantic. Our ships have no spare decks, and the mails, which are in large bags, are locked up in the mail-room under hatches; if the sorting had to be done on board, the hatches would have to be opened at least every morning and evening to bring mails on deck, and to return them; but we frequently make a passage when it would be impossible to open the hatches on any one day without incurring great risk from shipping a sea; and if a room were provided below, it would require the use of lights, which we strongly object to. I may, perhaps, be allowed to add the following reasons for their Lordships' consideration why this plan should not be adopted. In every mail from America, there is, irrespective of bills of exchange amounting from half a million to a million sterling, which to a certain extent would be protected by requiring an endorsement to make them negotiable (though that might be forged), a large amount of State and railway bonds and securities, which are payable to bearer, and which require no endorsements, and I think that the placing all these for ten or twelve days under the entire control of a clerk, would be to incur a serious risk, and to subject him to a temptation which might prove too strong: and I also think, that the Americans would view such an arrangement with great jealousy, and that it might lead to angry and unpleasan discussions.

The risks to be incurred appear to me more than commensurate with the advantages sought, and I am unable to suggest any plan to obviate the difficulties I have stated.

I have, &c.
(signed) *S. Cunard.*

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir, Admiralty, 10 August 1858.

WITH reference to your letter of the 4th instant, in which you state that the Postmaster General considers it desirable that a clause should be added to the contract for the North American Mail service, on the occasion of the extension of the period of its duration, requiring the contractors to provide a suitable room in each of the packets for sorting letters, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury, that in accordance with their desire my Lords have communicated with Mr. Cunard, with a view of devising some plan to obviate the inconvenience he apprehends in carrying out the wishes of the Postmaster General, and I am now to transmit to you a copy of the reply from Mr. Cunard, pointing out that the plan cannot be adopted with safety on board the North Atlantic packets; an opinion in which my Lords fully concur.

I am, &c.
(signed) *W. G. Romaine.*

Treasury Minute, dated 12 August 1858.

TRANSMIT copies of this letter and of its enclosure to the Postmaster General, for his information.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 16 August 1858.

With reference to Mr. Stephenson's letter of the 13th instant, enclosing copies of letters from the Admiralty and from Mr. Cunard respecting the proposal for inserting a clause in the contract for the North American mail service, requiring the contractors to provide a suitable room in each of the packets for sorting letters during the voyage, I have the honour to observe, that notwithstanding the objections made to that proposal, I am of opinion that the clause suggested should be introduced into the contract, leaving the question how far it may be desirable or expedient to make use of the power to be thus obtained for future determination.

Your Lordships may be quite sure that the Post Office department will not recommend the adoption of any scheme by which the safety of the correspondence, or of the vessels conveying it, will be endangered.

The statement of Mr. Cunard, that "a passage is frequently made when it would be impossible to open the hatches on any one day without incurring great risk from shipping a sea," is one more especially for the consideration of the Admiralty; but I beg to observe, that even admitting the full force of this objection, it might still be found practicable to have a communication between the proposed sorting-room and the mail-room without opening the hatches, although a necessity might arise, in order to effect that object, for altering the position of the room in which the mails are deposited.

The observations of Mr. Cunard respecting the risk to which railway bonds and similar securities may be exposed if the mails be sorted on board, and the probability that the measure would not be favourably regarded by the United States Government, appear to me to be rather out of place in the present inquiry, which is simply whether the contractors shall be bound to provide the necessary space for sorting letters, if required by the Board of Admiralty; such objections will, of course, be duly weighed before the arrangement is actually carried into effect.

I think it right, however, to remark, that no attempt will ever be made to sort the United States correspondence during the voyage without the full concurrence of the United States Post Office; and further, that it may hereafter be deemed expedient to sort the letters, &c. to and from the North American Provinces, and to leave the United States mails undisturbed.

I have, &c.
(signed) *Colchester.*

Treasury Minute, dated 21 August 1858.

Write to the Postmaster General, that after the decided expression of opinion by the Board of Admiralty as to the danger which would be incurred by the adoption of the plan proposed for sorting the letters on board the North American mail steamers, my Lords feel that they should not be justified in insisting upon the insertion in the contract of the clause suggested by the Postmaster General.

My Lords feel confident, however, that Messrs. Cunard will readily afford every facility for the advantage of the public service in this or in any other respect which can be adopted with safety.

Acquaint Admiralty.

NORTH AMERICA AND BAHAMA MAILS.

ARTICLES OF AGREEMENT made the 24th day of June in the Year of our Lord 1858 between the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland (for and on behalf of Her Majesty) of the one part and Samuel Cunard of Bush Hill Edmonton in the County of Middlesex Merchant George Burns of Glasgow in that part of Great Britain called Scotland Merchant and Charles McIver of Liverpool in the County Palatine of Lancaster Merchant hereinafter designated "The Contractors" of the other part.

Recital of contract of 1st April 1850.

WHEREAS by articles of agreement bearing date on or about the 1st day of April 1850 between the said Commissioners for and on behalf of Her Majesty of the one part and the said Samuel Cunard and George Burns and Charles McIver of the other part for the conveyance of Her Majesty's mails between England and North America the said Samuel Cunard George Burns and Charles McIver did covenant and agree with the said Commissioners that they would convey the said mails as therein mentioned And whereas by other articles of agreement bearing date on or about the 1st day of January 1852 and made between the said Commissioners for and on behalf of Her Majesty of the one part and the said Samuel Cunard George Burns and Charles McIver of the other part the said contractors did for the consideration therein mentioned enter into further arrangements for conveying the said mails between England and North America as in such last mentioned articles of agreement is mentioned.

Recital of contract of 1st January 1852.

Contractors to convey mails.

And whereas the said Commissioners on the part of Her Majesty have determined to enter into this further contract with the said contractors Now these presents witness that in consideration of the payments hereinafter stipulated to be made to the contractors the contractors do for themselves their heirs executors and administrators and each and every of them for himself his heirs executors and administrators doth hereby covenant promise and agree to and with the said Commissioners that they the contractors their executors and administrators shall and will during the continuance of this contract diligently faithfully and to the satisfaction of the said Commissioners for the time being and with all possible speed convey Her Majesty's mails (in which designation all despatches and bags of letters are agreed to be comprehended) which shall at any time or times and from time to time by the said Commissioners or Her Majesty's Postmaster General or any of the officers or agents of the said Commissioners or Postmaster General be required to be conveyed between England and North America and between New York in the United States of America and Nassau in the Island of New Providence Bahamas as hereinafter mentioned by means of a sufficient number of good substantial and efficient steam vessels.

Not less than eight steam vessels between England and North America of not less than 400-horse power each, and one steam vessel between New York and Nassau of not less than 50-horse power.

That the contractors their executors or administrators shall and will for the performance of the services between England and North America at all times at their own cost provide and keep seaworthy and in complete repair from the day of the date hereof and during the continuance of this contract a sufficient number (not less than eight) of good substantial and efficient steam vessels of not less than 400-horse power each and for the service between New York and Nassau aforesaid a good substantial and efficient steam vessel of not less than 400 tons measurement and 50-horse power and at the like cost adequately provide and furnish all and every the vessels to be and while employed in the performance of this contract with all necessary and proper tackle stores oil tallow fuel provisions machinery engines anchors cables two efficient boats fire pumps and all other proper and requisite means for extinguishing fire lightning conductors on Sir Snow Harris's principle charts chronometers proper nautical instruments and all other furniture and apparel and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said services.

Vessels to be furnished with machinery, tackle, &c.

And manned with certificated officers, &c.

And that each and every of the said vessels shall also at the like cost be manned with competent officers with appropriate certificates granted pursuant to the Act 17th and 18th Vict. cap. 104 or to the Act or Acts in force for the time being relative to the granting certificates to officers in the merchant-service and also

And a medical officer, &c.

Vessels and crew subject to Admiralty approval.

with a competent surgeon and engineers and a sufficient crew of able seamen and other men to be in all respects as to vessels engines equipments and crew subject at all times and from time to time to the approval of the said Commissioners or such other person or persons as they shall from time to time appoint for that purpose and the surgeons to be also subject to the approval of the Director General of the Medical Department of the Navy.

When vessel to leave Liverpool for Halifax and Boston.

And that from and after the date of this contract one of such vessels of not less than 400-horse power so equipped and manned and with Her Majesty's mails on board shall on every alternate Saturday during each and every month in every year at such hour as the said Commissioners shall at any time or from time to time appoint proceed from Liverpool aforesaid without loss of time direct to Halifax in Nova Scotia and thence direct to Boston in the United States of America and one of such vessels shall also on every alternate Wednesday during each and every month in every year at such hour as the said Commissioners shall at any time or from time to time appoint proceed without loss of time direct from Boston to Halifax and thence without loss of time direct to Liverpool aforesaid with Her Majesty's mails on board.

When vessel to leave Boston for Halifax and Liverpool.

When vessel to leave Liverpool for New York

That from and after the date of this contract one other of such vessels so equipped and manned with Her Majesty's mails on board shall on every Saturday alternate with the Saturday on which the vessel is to leave Liverpool for Halifax and Boston in the performance of this contract during each and every month in every year at such hour as the said Commissioners shall appoint proceed from Liverpool aforesaid without loss of time to New York in the said United States either direct or by way of Halifax as the said Commissioners or Postmaster-General shall at any time or from time to time determine and another of such vessels with Her Majesty's mails on board shall also on every other alternate Wednesday during each and every month in every year at such hour as the said Commissioners shall at any time or from time to time appoint proceed direct from New York aforesaid or if so required at any time or from time to time by the said Commissioners from New York by way of Halifax to Liverpool aforesaid.

When vessel to leave New York for Liverpool.

Vessels to call at Holyhead if required by Admiralty.

That each of the said vessels proceeding from or returning to Liverpool shall call and receive and deliver mails at Holyhead in the Irish Channel if required by the said Commissioners in writing under the hand of the Secretary of the Admiralty.

Where mails may be landed if vessel cannot fetch Liverpool, &c.

That if at any time from stress of weather or other unavoidable circumstances the vessel conveying the said mails from Halifax or New York aforesaid shall not in the opinion of the naval officer or other person duly authorised by the said Commissioners to have the charge of the mails on board be able to fetch the River Mersey at Liverpool aforesaid or the port or place in the United Kingdom where the mails have to be disembarked without considerable loss of time then and in every such case Her Majesty's mails with the officer or person having the charge thereof shall be landed at any of the undermentioned places at the discretion of such naval officer or other person so authorised as aforesaid namely Bristol Falmouth Plymouth Southampton Portsmouth Dover or Deal.

Vessel once each way every calendar month between New York and Nassau.

If vessel be lost, &c. contractors to replace same.

And in the meantime mails to be conveyed in sailing vessels.

That the vessel of not less than 50-horse power to be employed in the conveyance of Her Majesty's mails once each way every calendar month between New York and Nassau aforesaid shall commence the said service at the earliest possible period but not later than the 1st day of April 1859 and in case the said vessel shall during the continuance of this contract be lost or destroyed by fire tempest or any other casualty or shall require repair, then and in every such case the contractors shall without any unnecessary and unavoidable delay and within such reasonable time as may be required by the naval Commander in Chief or senior naval officer on the North American Station have the said vessel replaced by another of similar power and description and in the meantime the said mails shall be carried and conveyed in good and sufficient sailing vessels to be provided by and at the cost of the contractors of not less than 120 tons burthen each (old measurement) and in such way and manner as shall be approved of by the naval Commander in Chief or senior naval officer on the North American Station.

Admiralty at liberty to change the port of embarkation and disembarkation in the United Kingdom.

That the said Commissioners for the time being shall be at liberty and have full power from time to time to substitute for Liverpool as the port of embarkation and disembarkation of the mails in the United Kingdom any other port in the United Kingdom of Great Britain or Ireland without making any compensation to

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the contractors and also to alter the day and hour for the said vessels leaving all and every or any of the said places from whence the said mails are to be conveyed on giving three months' notice in writing under their hands or the hand of their secretary to the contractors their executors or administrators It being nevertheless expressly understood that the said Commissioners or any of their officers or agents shall be at liberty and have full power at any time during the continuance of this contract to direct that any one or more of such vessels so conveying Her Majesty's mails from any of the said ports or places shall delay her or their departure for any period not exceeding 24 hours beyond the period which may have been previously fixed for the departure of such vessel or vessels and a letter addressed to the commander of the vessel so to be delayed shall be a sufficient authority for such detention.

And to alter times of departure.

And to delay departure of vessel from port for any period not exceeding 24 hours.

That the contractors their executors or administrators shall receive and allow to remain on board all and each of the vessels to be employed in the performance of this contract while they are so employed and also while remaining at any of the said ports or places for return mails an officer in Her Majesty's navy or any other person to be appointed by the said Commissioners and also a servant of the said officer or other person as aforesaid if required and that every such officer or other person shall be recognised and considered by the contractors their executors and administrators and their officers agents and seamen as the agent of the said Commissioners in charge of Her Majesty's mails and as having full authority in all cases to require a due and strict execution of the conditions of this contract on the part of the contractors their executors and administrators their officers servants and agents and to determine every question whenever arising relative to proceeding to sea or putting into harbour or to the necessity of stopping to assist any vessel in distress or to save human life and that the decision of such officer or other person as aforesaid shall in each and every of such cases be final and binding on the contractors their executors and administrators unless the said Commissioners on appeal from the contractors their executors or administrators shall think proper to decide otherwise.

Officer appointed by Admiralty and servant to be received on board, and former considered as agent of Admiralty, with authority to require due execution of contract, and determine as to proceeding to sea or putting into harbour, or assisting vessel in distress, &c.

Decision of officer to be final, unless Admiralty on appeal decide otherwise.

That a suitable first-rate cabin with appropriate bed bedding and furniture shall at the cost of the contractors their executors and administrators be provided and appropriated by the contractors for and to the exclusive use and for the sole accommodation of each and every of such naval officers or other persons authorised as aforesaid and also a proper and convenient place of deposit on board under lock and key for Her Majesty's mails and that each and every of the said officers or other persons as aforesaid shall be victualled by the contractors their executors and administrators as a chief cabin passenger is to be victualled without any charge being made either for his passage or victualling and that should all or any of such officers or other persons require a servant such servant shall be also provided with a proper and suitable berth and be victualled by and at the cost of the contractors their executors and administrators without any charge being made for the same.

First-rate cabin, &c., to be provided for officer, with place for deposit of mails.

Officer to be victualled and his servant be provided for by contractors.

And that if the said Commissioners shall at any time during the continuance of this contract think fit to entrust the charge and custody of Her Majesty's mails to the commander or commanders of all or any of the vessels to be employed in the performance of this contract that such commander or commanders shall take due care thereof and shall make the usual declarations required or which may hereafter from time to time or at any time be required by Her Majesty's Postmaster General in such or similar cases and such commander or commanders having the charge of such mails shall immediately on the arrival at any of the said ports and places of any vessel so conveying the said mails himself deliver Her Majesty's mails into the hands of the postmaster of the port or place where such mails are to be delivered or into the hands of such other person as the said Commissioners shall authorise and direct to receive the same.

Admiralty may entrust mails to commander of vessel, who is to make usual declaration, and receive and deliver mails, &c.

That at each and every of the said ports or places where any of the said vessels are to proceed the said naval officer or such other person having or authorised to have the charge of the said mails shall whenever and as often as deemed by him practicable or necessary be conveyed on shore and also from the shore to the steam-vessel employed for the time being in the performance of this contract together with or (if the duty of such officer or person renders it necessary) without Her

At all places to which vessel proceeds, officer to be conveyed to and from the shore, and directions of officer obeyed as to mode of receiving and delivering mails.

Her Majesty's mails in a suitable boat of not less than four oars to be provided and properly manned and equipped by the contractors and that the directions of the said naval officer or of such other person having or authorised to have the charge of the said mails shall in all cases be obeyed as to the mode of receipt and delivery of the said mails.

Penalties for deviating, delaying departure, &c.

That if any vessel having Her Majesty's mails on board shall stop linger or deviate from the direct course on her voyage or shall delay starting at exact time or shall put back into port after starting without the sanction in each and every case of such officer or other person authorised to have the charge of the said mails as aforesaid or when so sanctioned to put back into port shall not again start and proceed direct in performance of the service hereby contracted for when and so soon as required by the said officer or other person authorised to have the charge of the said mails then and in each and every of such cases and as often as the same shall happen the contractors their executors and administrators shall and will pay unto Her Majesty Her heirs and successors the sum of 100*l.* and that if a vessel which ought to leave Liverpool for Halifax Boston or New York in the performance of this contract shall not proceed on her voyage for 12 hours after the proper and appointed time the contractors their executors and administrators shall and will so often as any such omission shall happen pay unto Her Majesty Her heirs and successors the sum of 500*l.* and also the further sum of 500*l.* for every successive period of 12 hours which shall elapse until such vessel shall proceed on her voyage in the performance of this contract.

Contractors to make improvements in the construction, &c. of vessels.

That the contractors their executors and administrators shall and will from time to time and at all times during the continuance of this contract make such alterations or improvements in the construction equipments or machinery of each and every of the said vessels which shall be used by them in the performance of this contract as the advanced state of science may suggest and the said Commissioners may direct.

Naval officer in charge of mails may survey vessel, &c., and deficiency to be remedied under penalty of 100*l.*

That any naval officer or other person authorised to have the charge of Her Majesty's mails shall either alone or with such other persons as he may consider necessary have full power and authority whenever and as often as he may deem it requisite to examine and survey in such manner as he may think proper all and every or any of the vessels employed or to be employed in the performance of this contract and the hulls and machinery and equipments thereof on his giving notice in writing to the commander for the time being of the vessel about to be examined of such his intention and if any defect or deficiency be ascertained and notice thereof in writing be given to the master or commander of the vessel in which such deficiency or defect may be found and if the said master or commander shall not immediately or as soon as possible thereupon remedy replace or effectively repair the same they the contractors their executors or administrators shall in every such case pay to Her Majesty Her heirs and successors the sum of 100*l.* but the payment of such penalties shall not in anywise release or discharge the contractors their executors or administrators from remedying replacing or effectively repairing such deficiency or defect.

Admiralty by agents may survey vessels, &c., and if vessel, &c., be unseaworthy, or alterations required, not to be employed until alterations, &c., made to satisfaction of Admiralty.

And the said Commissioners shall also have full power and be at liberty whenever and as often as they may deem it requisite to survey by any other of their officers or agents all and every the vessels employed and to be employed in the performance of this contract and of the hulls thereof and of the engines machinery furniture tackle apparel stores and equipments of every such vessel and if any such vessel or any part thereof or any engines machinery furniture tackle apparel boats stores or equipments shall on any such survey be declared by any of such officers or agents unseaworthy or not adapted to the service of this contract or if such officers or agents shall deem it necessary or expedient that any alteration or improvement shall be made therein or any part thereof in order to keep pace with the more advanced state of science the vessel which shall be disapproved of or in which such deficiency defect or want of improvement shall appear shall be deemed inefficient for any service hereby contracted to be performed and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied or the alterations or improvements as the case may be shall have been made to the satisfaction of the said Commissioners.

That

That the contractors and all commanding and other officers of the vessels to be employed in the performance of this contract and all agents seamen and servants of the contractors shall at all times during the continuance of this contract punctually attend to the orders and directions of the said Commissioners or of any of their officers or agents as to the landing delivering and receiving Her Majesty's mails.

Contractors and their agents, &c., to attend to orders of Admiralty or officers as to landing, &c. mails.

That all and every the sums of money hereby stipulated to be paid by the contractors their executors or administrators unto Her Majesty Her heirs and successors shall be considered as stipulated or ascertained damages and should the same or any of them become payable and not be discharged forthwith on the application of the said Commissioners or their agents each and every of such sums of money may be deducted and retained by the said Commissioners out of the monies payable to the contractors their executors or administrators under this contract or the payment thereof enforced with full costs of suit at the discretion of the said Commissioners.

Sums to be paid by contractors to be considered stipulated damages.

That the contractors shall and will when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Commissioners or by such naval or other officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey on board each and every or any of the vessels to be employed in the performance of this contract (in addition to the naval officer or other person authorised to have the charge of the said mails) any officers in the navy army or civil service of Her Majesty not exceeding four in any one ship as chief-cabin passengers with their wives and families and any persons not exceeding four in any one ship as fore-cabin passengers with their wives and families together with servants of both chief and fore-cabin passengers and any number of seamen marines soldiers or artificers not exceeding ten in any one ship with their wives and families as deck passengers to be always provided with adequate protection from rain sun and bad weather and not exposed on deck without such competent shelter as long notice as practicable being given to the contractors when accommodation shall be required for the wives or children of such officers or other persons.

On requirement by Admiralty, &c., a limited number of officers in the navy, army, or civil service, with wives, &c. to be received on board as chief cabin passengers.

And of fore-cabin passengers with wives, &c., and servants.

And of seamen, marines, soldiers, or artificers, &c., as deck passengers, with effectual protection from rain, &c.

That commissioned officers their wives and families be considered as chief-cabin passengers non-commissioned officers their wives and families as fore-cabin passengers and seamen marines private soldiers artificers and their wives and families as deck passengers and the said servants (in respect of accommodation) as the servants of chief-cabin passengers.

What class of passengers they are to be considered.

That each field officer and every naval officer of equal or superior rank shall be allowed 90 cubic feet of space in measurement for baggage provided (except in the case of the Royal Engineers) such allowance shall not exceed 18 cwt. in weight and all other officers in Her Majesty's naval and military service and officers in the civil service 60 cubic feet each and that (except in the case of the Royal Engineers) such allowance shall not exceed 12 cwt. in weight.

Baggage space for officers (except Royal Engineers).

That the Royal Engineers shall be allowed the same measurement but to extend in weight to 27 cwt. for field officers and 18 cwt. for every other officer of the Royal Engineers.

Baggage space for Royal Engineers.

That soldiers of the Royal Artillery and Sappers and Miners and their wives shall be allowed 6 cubic feet each for baggage and all married officers when accompanied by their wives or families a further allowance not exceeding one half of that before mentioned according to their rank and corps.

Baggage space for Royal Artillery, &c. and married officers.

That for every company of the Royal Artillery embarked there shall be conveyed free of all charge the proper proportion of light field-pieces if required and that any hammocks and bedding which may be sent out for the use of the troops or other persons embarked shall be placed in charge of the officer authorised to have charge of Her Majesty's mails and be brought back to England if required free of any charge for freight.

Conveyance of field pieces and hammocks.

That the victualling of officers their wives and families conveyed as chief-cabin passengers shall be the same as is usually allowed by the contractors to chief-cabin passengers their wives and families the victualling of non-commissioned officers their wives and families conveyed as fore-cabin passengers shall be the

As to victualling of Admiralty passengers.

same as is allowed to the boatswain and carpenter of the contractors' steamships and the victualling of seamen marines soldiers and artificers their wives and families conveyed as deck-passengers shall be the same as is allowed to the seamen of the contractors' steam ships and the victualling of the servants of officers whether chief or fore-cabin passengers shall be the same as the servants of other chief and fore-cabin passengers.

Rates of passage-money which is to be in full for mess wines, &c., and what the mess is to include.

That the passage-money shall be paid (in full of all charges for mess including a pint of port or good foreign white wine and one bottle of malt liquor per day) for each officer conveyed as a chief-cabin passenger and one gill of spirits for each non-commissioned officer seamen marine soldier artificer and servant conveyed as a fore-cabin or a deck passenger at and after the rates mentioned in the following table:—

TABLE OF RATES OF PASSAGE.

	Chief-Cabin Passengers.				Fore-Cabin Passengers.				Deck Passengers.			
	Officer.	Lady.	Children between 8 and 12 Years.	Children between 3 and 8 Years.	Man.	Woman.	Children between 8 and 12 Years.	Children between 3 and 8 Years.	Man.	Woman.	Children between 8 and 12 Years.	Children between 3 and 8 Years.
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
Rate from Liverpool to Halifax	30 -	25 -	12 10	6 5	15 -	15 -	7 10	3 15	4 -	4 -	2 -	1 -
Rate from Halifax to Liverpool	24 -	24 -	12 -	6 -	12 -	12 -	6 -	3 -	4 -	4 -	2 -	1 -
Rate between Halifax and Boston or New York	4 -	2 -	1 -	- 10	3 -	2 -	1 -	- 10	2 -	1 -	- 10	- 5
Rate from Liverpool to New York or Boston direct, or *viâ* Halifax	30 -	25 -	12 10	6 5	15 -	15 -	7 10	3 15	5 -	5 -	2 10	1 5
Rate from New York or Boston to Liverpool	24 -	24 -	12	6 -	12 -	12 -	6 -	3 -	5 -	5 -	2 10	1 5
New York to Nassau or Nassau to New York	7 10	7 10	4 -	2 -	5 -	5 -	3 -	2 -	4 -	4	2 -	2 -

Mem.—Children under 3 years of age to be carried free, and Male Servants to be charged one-half, and Female Servants two-thirds of the rates charged for their employers.

Certificate for passage-money.

That the payment of the passage ordered at the expense of the public for any person shall only be made on the production of the order for the passage and of a certificate from the person in the following form namely

"I hereby certify that on the I embarked at as a passenger on board the mail steam packet for a passage to and landed at on the "

To this certificate the following addition is to be made in every case of a male cabin passenger namely

"I further certify that the first dinner meal taken on board was on the and the last dinner meal on the

"Dated this day of "

And the correctness of the dates must be corroborated by the master of the packet adding underneath the passenger's signature.

"The dates inserted in this certificate are correct.

"(Signature) Master of the Packet."

Passage-money for families and wives of officers to be paid by officers, and what the rate is to be.

That the passage money for the families and wives of officers shall be paid to the contractors by the officers themselves at rates never exceeding those contained in the before-mentioned table.

Passengers, exclusive of men, under 11 Geo. 4, c. 20.

That the passengers hereinbefore mentioned or referred to are to be exclusive of any men to be sent home under the provisions of the Act 11 Geo. 4, c. 20 the rate of passage for whom is to be and to be paid for in accordance with the provisions of that Act.

That whenever the contractors shall convey any soldiers as deck passengers other than those specially provided for by this contract the contractors shall provide them with adequate protection from rain sun and bad weather and they shall not be exposed on deck without such competent shelter.

Soldiers, as deck passengers, to have adequate protection from rain, &c.

That the contractors their executors or administrators shall and will receive on board each and every of the said vessels employed in the performance of this contract any number of small packages containing astronomical instruments charts medicines wearing apparel or other articles and convey the same to and from and between all or any of the said ports or places to or from which Her Majesty's mails are to be conveyed in the performance of this contract when and as often as directed by the said Commissioners or their secretary or agents duly authorised free from all costs and charges And also shall and will receive on board each and every of the said vessels and convey to and from and between all or any of the same ports or places any naval or other stores not exceeding five tons in weight at any time at the usual rate of freight charged by the contractors for private goods (but which shall never be more than after the rate of 5 *l.* per ton) on receiving from the said Commissioners or their secretary for the time being or any of their officers or agents two days' previous notice of its being their intention to have such stores so conveyed.

Small packages to be received on board as Admiralty, &c., may direct.

Limited quantity of stores to be conveyed and delivered at rates as for private goods on two days' notice.

And the said Commissioners in consideration of the premises and of the contractors their executors and administrators and their officers servants and agents at all times during the continuance of this contract strictly and punctually performing the services hereinbefore contracted to be performed and the covenants and agreements hereby entered into by them the contractors do for and on behalf of Her Majesty Her heirs and successors agree with the contractors their executors and administrators that the said Commissioners on behalf of Her Majesty will pay or cause to be paid to the contractors their executors and administrators by bills payable by Her Majesty's Paymaster General in seven days from and after the respective dates thereof a sum after the rate of 173,340 *l.* per annum for the performance of the services between Liverpool and Halifax and between Halifax and Boston and for the performance of the services between Liverpool and New York (either direct or by the way of Halifax as may be required as aforesaid) and a sum after the rate of 3,000 *l.* per annum for the performance of the service between New York and Nassau aforesaid by quarterly payments and with a proportionate part of those respective sums should such respective services terminate on any other day than a day of quarterly payment the first quarterly payment for and as respects the performance of the services between England and North America to become due on the 1st day of October 1858 and the first quarterly payment for and as respects the performance of the service between New York and Nassau aforesaid on the termination of three calendar months from the day on which the said vessel for such service shall commence her first voyage from New York or Nassau as the case may be in the performance of this contract.

Payments to contractors for services.

And it is hereby agreed and declared that this contract shall commence on the day of the date hereof and shall continue in force until the 1st day of January 1867 and thenceforward until 12 calendar months' notice in writing shall be given by either of the said parties to the other of them that such services shall determine and at the expiration of such notice which may expire at any period of the year this contract shall determine accordingly but not so as to prevent either of the said parties availing themselves of this contract for recovering any sum or sums of money or damages should there have been any breach of this contract previously to such determination.

This contract to commence on 24th June 1858.

And it is hereby agreed that any submission which may be made to arbitration in pursuance of this contract shall be made a rule of Her Majesty's Court of Exchequer pursuant to the statute in that case made and provided and that any witnesses examined upon any reference may be examined upon oath.

Submission to arbitration may be made a rule of the Court of Exchequer.

And it is hereby agreed that if at any time and so long as the contractors shall make it appear to the satisfaction of the Commissioners of Her Majesty's Treasury for the time being (but not otherwise) that from any change in the relations between this kingdom and any foreign state or from war or other causes distinctly of a public and national character to be judged of by the same Commissioners the rate of insurance for steam-vessels and the freight payable by the contractors for

When additional sum of money is to be paid for insurance and freight.

for coals which may be used in the performance of this contract and the rate of insurance on such coals shall have been raised above the rates actually payable for the same at the date of this contract the contractors shall be paid an additional sum of money according to the increase of the said rates but the said additional sum of money for freight shall be paid in respect of 40,000 tons of coal per annum and no more and the amount of any additional sum of money to be paid in any case or under any circumstances either for insurance and freight or otherwise shall not exceed the rate of 40,000*l.* per annum but in no case whatever shall any additional sum be paid unless it shall have been proved to the satisfaction of the said Commissioners that such additional expenses equal to the amount claimed have been actually and *bonâ fide* incurred and paid by the contractors.

Contract not to be assigned, &c.

In case of assignment, &c. or breach, Admiralty may determine contract without previous notice or compensation.

And it is hereby further agreed and provided that the contractors their executors or administrators shall not assign underlet or otherwise dispose of this contract or any part thereof and that in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any breach of this contract on the part of the contractors their executors or administrators it shall be lawful for the Commissioners for executing the office of Lord High Admiral for the time being if they think fit and notwithstanding there may or may not have been any former breach of this contract by writing under their hands or under the hand of their secretary for the time being to determine this contract without any previous notice to the contractors their executors or administrators or their agents nor shall the contractors their executors or administrators be entitled to any compensation in consequence of such determination but even if this contract be so determined the payment of the sum of money hereinafter agreed to be made shall be enforced should the same be not duly paid by the contractors.

As to services of notices.

And it is also agreed that the notices or directions which the Commissioners for executing the office of Lord High Admiral or their secretary officers or other persons are hereby authorised and empowered to give to the contractors their executors or administrators officers servants or agents may at the option of the same Commissioners or their secretary officers agents or other persons be either delivered to the master or commander or other officer agent or servant of the contractors their executors or administrators in the charge or management of any vessel to be or while employed in the performance of this contract or be left at the last-known place of business or abode in England or Scotland either of the said Samuel Cunard or George Burns or Charles McIver their executors or administrators And any notices or directions so given or left shall be as binding on the said Samuel Cunard George Burns and Charles McIver their executors or administrators as if duly served upon or left with them.

If when this contract terminates, any vessel shall have started, or should start, voyage to be continued free of charge, as if contract remained in force.

And it is hereby agreed that if when this contract or any part thereof terminates any vessel or vessels should have started or should start with the mails in conformity with this contract such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this contract remained in force with regard to any such vessels and services but the contractors shall not be entitled to any payment or compensation for the same.

Recited contracts annulled.

And it is hereby agreed that the hereinbefore recited contracts bearing date respectively the 1st day of April 1850 and the 1st day of January 1852 shall be deemed and be considered to be and are hereby terminated and annulled.

No Member of Parliament entitled to any share of contract.

And in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22d year of the reign of King George III. intituled "An Act for restraining any person concerned in any contract commission or agreement made for the public service from being elected or sitting and voting as a Member of the House or Commons" it is hereby expressly declared and agreed and these presents are upon this express condition and the contractors do covenant for themselves their heirs executors and administrators that no Member of the House of Commons shall be admitted to any share or part of this contract or agreement or to any benefit to arise therefrom.

Contractors bound in 36,000*l.* for due performance of contract.

And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the contractors their heirs executors and administrators are or ought to be observed performed fulfilled or kept the said Samuel Cunard George Burns and Charles McIver do hereby bind themselves their heirs executors and

and administrators and each of them doth hereby bind himself his heirs executors and administrators unto our Sovereign Lady the Queen in the sum of 36,000*l.* of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Commissioners for executing the said office of Lord High Admiral and the said Samuel Cunard George Burns and Charles McIver (over and above any other sum or sums if any which may be payable) in case of the failure of the said Samuel Cunard George Burns and Charles McIver their heirs executors or administrators in the due execution of this contract or any part thereof.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Alexr. Milne (L.S.)
Lovaine (L.S.)
S. Cunard (L.S.)
G. Burns (L.S.)
Chas. MacIver (L.S.)

Signed, sealed, and delivered in the presence of

Jno. Doutty.

COPIES of all CORRESPONDENCE between Her Majesty's Government and the Provincial Government of *Canada*, in reference to the CONVEYANCE of MAILS between this Country and *British North America*; of an ADDRESS to Her Majesty on the same subject; and, of all CORRESPONDENCE between Her Majesty's Government and the British and North American Royal Mail Steam Packet Company on the subject of the Prolongation or Renewal of the Contract made with that Company for the CONVEYANCE of MAILS to and from *North America*.

(*Mr. Jackson.*)

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PAPERS

RELATIVE TO THE

EXPLORATION OF THE COUNTRY

BETWEEN

LAKE SUPERIOR AND THE RED RIVER SETTLEMENT.

Presented to both Houses of Parliament by Command of Her Majesty,
June 1859.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1859.

DESPATCHES FROM GOVERNOR GENERAL THE RIGHT HONOURABLE SIR EDMUND HEAD, BART., TO THE RIGHT HONOURABLE SECRETARY SIR E. BULWER LYTTON, BART.

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APPENDIX.

Maps.

No. 1.—Plan showing the proposed Route from Lake Superior to Red River Settlement.

No. 2.—Part of the Valley of Red River North of the 49th Parallel.

No. 3.—Sketch of Region explored between Red River and the Great Saskatchewan.

No. 4.—Thompson's Map showing the different Tracks of the Saskatchewan and Assinniboine exploring Expedition.

PAPERS

RELATIVE TO THE

EXPLORATION OF THE COUNTRY BETWEEN LAKE SUPERIOR AND THE RED RIVER SETTLEMENT.

No. 1.

Copy of DESPATCH from Governor-General Right Hon. Sir Edmund Head, Bart., to the Right Hon. Sir E. B. Lytton, Bart., M.P.

(No. 132.) Government House, Toronto, October 18, 1858.

Sir, (Received November 1, 1858.)

I have had the honour to receive your Despatch of 14th September, No. 58.

In reply I now transmit the enclosed copies of reports from Mr. Dawson and Professor Hind, together with a report on the exploration of the country between Lake Superior and the Red River Settlement. Enclosure 1. Enclosure 2. Enclosure 3.

Although this latter document does not purport to treat of the country between the last-named settlement and the Rocky Mountains, it contains incidentally much valuable information respecting it.

I have not been able to learn that the military authorities have received any particulars regarding this tract which could be deemed of interest.

I have, &c.

Right Hon. Sir E. B. Lytton, Bart., M.P., &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure 1 in No. 1.

*** *The Spelling of Names of Places, and occasionally the Dates, vary in this Paper; but, in the uncertainty, the orthography and dates have been retained throughout, as in the original Report.*

Sir, Red River Settlement, July 4, 1858.

I have the honour to acknowledge the receipt of your letters of the 16th and 20th of April, containing instructions for the guidance of the Expedition during the present season. These instructions it will be our endeavour to carry out to the satisfaction of the Government.

I have now the honour to inform you that, as soon as the exploratory surveys in progress at the date of my last report were completed, I set out on the excursion I had proposed, by way of the Manituba and Winnipegoos Lakes, to the Saskatchewan River, and returned by the Assiniboine, reaching this place on the 29th ult.

On my arrival, I found the men brought here by Professor Hind waiting for me, the Professor himself having gone west to the Souris River.

In order that as little time as possible might be lost, I immediately dispatched two of my assistants, with eleven men and two canoes to commence work indicated in your instructions, retaining one canoe and five men until such time as I could collect provisions enough to prevent the necessity of sending immediately to Lake Superior, where Professor Hind had left the supplies of provisions, bringing here only enough for his own party. We have now obtained a sufficient supply, and are about to set out.

As the time at my disposal will not admit of my reporting so fully as I could wish on the various surveys which have been accomplished since the date of my last report, I shall, for the present, confine myself to a brief account of our last Expedition, and a description of the extensive region through which we travelled.

On the 10th of May, having provided ourselves with such supplies as the settlement could afford, we crossed over to Manitowba Lake. Embarking there in canoes, we had a very tedious passage, against strong head winds, to the north-west end of Winnepegoos Lake. From thence we crossed by the Mossy Portage to Lake Bourbon.

Leaving my assistants to measure the distance, and ascertain the difference of level between the lakes just named, I descended the Saskatchewan to the Grand Rapid and examined it. Returning again to the Mossy Portage, I divided the party, sending my Chief Assistant, Mr. Wells, back by the western coast of Winnepegoos Lake, Lac Dauphin, and the Little Saskatchewan, as detailed in his report, which I send herewith. With the other division of the party, I ascended Swan River, crossed from thence to Fort Pelly, and came down by the Assiniboine.

In order to be the better comprehended in describing the general appearance of the country, I enclose a rough sketch, hastily compiled from our notes, to which I would respectfully refer you.

A range of high lands, it will be seen, extends south-eastward from the Pasquin Mountain on the Saskatchewan in latitude 53° 30′ North, to the United States boundary line. This range has, in all probability, at some period formed the south-western embankment of a great inland sea, which covered

the valley of Red River, and comprised within its mass, Lakes Winnipeg, Winnepegoos, Manitouba, and the numerous smaller lakes which are spread over the great alluvial flat in which they lie. The country, bounded on one side by this range and on the other by Lake Winnepeg and the high lands to the eastward of Red River, is an almost unbroken level, sloping very slightly to the Red River and Lake Winnepeg.

Part of this extensive tract is open prairie land, but by far the greater portion is densely wooded. A line drawn north 75° West, from the confluence of Red River with Lake Winnepeg to Lac Dauphin, would pass through about an equal extent of woodland and prairie. From thence northward, a forest but rarely broken by prairie openings extends to the Saskatchewan. To the south the country becomes more open, until, on nearing the Assiniboine, the woods entirely disappear, and an apparently boundless prairie spreads out on every side. The streams, however, are all bordered more or less with wood. A heavy growth of oak, elm, basswood, &c. extends in many places for a mile or two from the banks of the Assiniboine.

Proceeding by the road from the Red River to Manitouba Lake, the country for the first twelve miles or so presents the appearance of an unbroken level, with clumps of trees rising here and there, like islands, in an otherwise boundless prairie. Further on the wood becomes more frequent, and sometimes the prospect seems bounded by forests. On approaching these however, other prairies open up and other woods appear, and in this way, woodland and prairie alternate all the way to Manitouba Lake. Although the ground seems level, it is not precisely so, but slightly rolling or undulating. The elevations are of every width from half a mile upwards, and run in a direction from north-west to south-east. Between them, in most places, the ground is more or less marshy, and covered with low bushes and willows, or presenting ponds, growing bulrushes, and rank grass. The road is, however, sufficiently dry to be travelled by wheeled vehicles at all times during the summer season. Sometimes little stony ridges occur, marking what has been at one time the shore of a shallow lake.

At the terminus of the road on Manitouba there is a small settlement, and the settlers are of opinion that their land is superior even to the soil at Red River, while it is not, like it, subject to be overflowed. My own opinion is then, as regards the soil, it is precisely of the same character.

The north-eastern shore of Manitouba Lake—the coast by which we pass—is low, and of a character so uniform that the same description will apply throughout. By the action of the water or ice, or both combined, a high back of shingle has been thrown up, consisting of water-worn fragments of limestone mixed with occasional boulders of granite. On the top of this range there is generally a dense growth of wood, while between it and the main land an open marsh, varying in width from half a mile to two miles, extends along the whole coast, broken only by occasional points of higher land, which run down to the lake. When we passed, the marsh was covered with withered bulrushes and long grass, which, although of last year's growth, still evinced the rankness of the vegetation peculiar to this region. The stems of some of the bulrushes, on being measured, were found to be an inch and three-quarters in diameter. From the marsh, the main land—a rich alluvial soil—gradually rises to a moderate elevation, and is not subject to be inundated. The country bordering on the lower end of Winnepegoos Lake and Sanguissippi River, the stream which connects it with Manitouba, is of the same description. About the middle of Winnepegoos Lake, the land becomes slightly higher, and the marshes disappear. The limestone rock then shows itself for a short distance, rising in horizontal strata to an elevation of thirty feet or so above the lake. At the Mossy Portage, a comparatively barren ridge separates the waters of Winnepegoos Lake from those of Lac Bourbon.

From the latter lake to the Grand Rapid of the Saskatchewan the country has not a very inviting appearance. In many places the bare limestone rock appears on the surface; in others, a thin coating of vegetable mould over it scarcely supports a stunted growth of cypress, spruce, and aspen. Some of the islands, however, and there are many of them, appear to be fertile, especially at a little rapid just above Cross Lake; there the wood is of a large growth, and although it was so early in the season, the 30th May, when we passed, that ice was still visible on the shores of Lac Bourbon, the foliage at these islands was almost fully developed.

The Grand Rapid is about three miles in length, varying in width from 1,800 feet at the head to about three-quarters of a mile at the lower end. On the south side a perpendicular cliff of limestone rock rises abruptly from the water's edge, and extends along the whole rapid. On the north side the banks rise precipitously, but present a face of rock only in certain places. For the first mile or so the water, confined in a channel so narrow for a river of such volume, rushes down with great impetuosity. The current then gradually moderates, and two miles further on, the Saskatchewan is lost in Lake Winnipeg. The total descent at the Grand Rapid may be safely estimated at upwards of sixty feet. Canoes and batteaux can easily be run down, and even be towed up a part of the way; but of course in its present state this rapid, with such a descent, must be regarded as forming an absolute break in the navigation, that is, to vessels of a considerable size.

Between the Grand Rapid and Lac Bourbon there are two little rapids, which present obstructions of a less serious nature, but which could not yet be navigated in their present state by vessels of large size. From Lac Bourbon upwards the navigation of the Saskatchewan is unimpeded for a long distance.

On the 4th of June, having examined the Grand Rapid, and ascertained the difference of level between Winnepegoos Lake and Lac Bourbon, I divided the party, as already explained, and crossed over to Swan River.

The country bordering on the western extremity of Winnepegoos Lake is in general of a fair elevation, and the land appears to be remarkably fertile. Between Red Deer River and Swan River a level country extends to the base of the Porcupine Hills; it is well wooded, and upon the whole I should think this tract well adapted for settlement. Mineral springs occur in various places near the mouth of Swan River; one of these we visited, and found some people engaged in the manufacture of salt. At this place, in a bare flat of about twenty acres in extent, but slightly elevated above the level of the lake, numerous springs bubble up, all of them emitting more or less gas. Some are exceedingly briny, while others taste exactly like the St. Leon water of Lower Canada, and on being drunk, produce the same effect.

From Winnepegoos Lake to Swan Lake the distance is about six miles, the stream which connects them here, appropriately enough called Shoal River, varies in width from 150 to 300 feet. It is shallow, and has a very swift course.

About Swan Lake the country is highly interesting. Numerous islands appear in the lake. To the north an apparently level and well wooded country extends to the base of the Porcupine range, while to the south the blue outline of the Duck Mountain is seen on the verge of the horizon.

Ascending from Swan Lake, for ten miles or so the banks of Swan River are rather low; in the succeeding ten miles they gradually become higher, until they attain a height of nearly 100 feet above the river. The current is here remarkably swift, and the channel much embarrassed by round boulders of granite mixed with fragments of limestone, which latter is the rock proper to the country, although it does not crop out, so far as we could see, in any part of Swan River. Landslips occur in many places where the banks are high, exposing an alluvial soil of great depth, resting on drift clay or shale of a slightly bituminous appearance.

About thirty miles above Swan Lake the prairie region fairly commences. Then the river winds about in a fine valley, the banks of which rise to the height of 80 or 100 feet. Beyond these an apparently unbroken level extends, on one side for a distance of fifteen or twenty miles, to the Porcupine Hills, and for an equal distance on the other to the high table land, called the Duck Mountain. From this, south-westward to Thunder Mountain, the country is the finest which I have ever seen in a state of nature. The prospect is bounded by the blue outline of the hills just named, while in the plain alternate wood and prairie present an appearance more pleasing than if either entirely prevailed. On the 10th of June, the time at which we passed, the trees were in full foliage, and the prairie openings presented a vast expanse of green sward. On approaching Thunder Mountain, which seems to be a connecting link between the Porcupine range and the Duck Mountain, the country becomes more uneven. Some of the ridges on the shoulder of the Thunder Mountain were* sand, but there are wide valleys between them.

* Sic in orig.

On leaving Swan River to cross to Fort Pelly, the land rises rapidly to a plateau elevated about 250 feet above the level of Swan River. The road then follows for some distance a tributary of Swan River, which runs in a beautiful valley, with alternate slopes of woodland and prairie. Numbers of horses were quietly feeding on the rich pasture of this valley when we passed, and what with the clumps of trees on the slopes, and the stream winding among green meadows, it seemed as if it wanted but the presence of human habitations to give it the appearance of a highly cultivated country. The Hudson's Bay Company keep a guard here to take care of the numerous horses attached to their establishment of Fort Pelly.

Arrived at Fort Pelly, we spent the greater part of the day, the 16th of June, there to refit our canoe, and prepare for the journey down the Assinniboine, and here I should mention that we were much indebted to Mr. M'Donald, the gentleman in charge of the establishment, who kindly furnished us with horses and carts to convey our canoes and articles across from Swan River to the Assinniboine, and was otherwise most attentive and obliging.

Leaving Fort Pelly early in the morning of the 17th of June, we proceeded on our journey. For eighteen miles or so downward from Port Pelly, the Assinniboine is very narrow, crooked, and much embarrassed by shoals and rapids. It is then joined by a stream appropriately named the White Mud River, which flows from the westward, and seems to be the main branch. This river drains a considerable portion of the great alluvial prairies which travellers pass on their way to Carlton House, and which have excited such general admiration on account of their great fertility.

From the White Mud River to Fort Ellice, a distance of about 100 miles, the Assinniboine winds about in a deep valley varying from a mile to two miles, or so, in width. At the White Mud River the banks of this valley rise only to a moderate elevation. Near Fort Ellice they attain a height of nearly 250 feet. On ascending these heights a view is obtained of a rolling prairie, stretching away on either side of the Assinniboine as far as the eye can reach. It would seem as if the whole of this vast region were a sort of level plateau, and that the greater height of the banks at Fort Ellice indicated the descent which the Assinniboine had made in its course.

With regard to the quality of the soil, on going inland a little, we found it to be of an alluvial character, differing in no respect from the soil in the prairie lands at Red River.

The smallest brook that flows from the prairie has cut itself a valley almost as deep as that of the Assinniboine itself, and from the latter stream a fine view is often obtained of glens stretching far inland, with sloping banks covered in some cases with green herbage, and in others with forests which ascend to the level of the plain above.

The course of the Assinniboine is remarkably crooked. Occasionally it crosses the valley as much as three times in the course of a mile. The margin of the stream is in general wooded. Sometimes the woods extend across the whole valley, in other cases the green banks slope down from the prairie level to the water's edge.

When the river runs close by some steep promontory, it occassionally happens that the whole hill has slippened down disclosing a yellow loam or drift clay resting on crumbling slate or shale, which again is curiously interspersed with other substances as soft as itself, some of which show the presence of iron ore. The immediate banks of the river are of soft alluvial earth and are constantly tumbling in. As might be supposed the water is muddy, and yet it is not unpleasant to the taste.

Besides the White Mud River two considerable tributaries join the Assinniboine from the west above Fort Ellice. These are the Broden Arm and the Quiappelle Rivers. The latter stream draws a great extent of alluvial prairie land, and, at the Touchwood Hills, near its sources, it is said that coal is to be found in abundance.

From Fort Ellice to the Rapid River the country is much of the same character that I have described it as being of, above that place, but on passing the Rapid River a change is perceptible. The high banks of the valley disappear, and the prairie slopes more gently to the river. A little above the Souris River, a still greater change occurs. The alluvial banks give place to sand hills which run in ridges from north-west to south-east. Through these the river cuts its way in an extremely tortuous course, sometimes running south-east in a direction parallel to the ridges, then cutting across a ridge,

and suddenly turning in an opposite course. These ridges, where the river has cut through them, expose sand resting on stiff blue clay, with numerous springs issuing from between the sand and clay. In several places the limestone rock is seen beneath the clay in horizontal strata full of organic remains with sandstone resting on the top of it.

This comparatively barren tract may be about forty or fifty miles in width. It is evidently a continuation of the high lands at the Duck Mountain, and here forms the south-western embankment of the great alluvial valley of Red River. But even this tract, which is the poorest to be met with in the country, is not all barren, for those who have travelled inland say that the valleys between the Sand Hills are fertile, and that the whole tract would at least afford excellent pasturage.

Leaving the Sand Hills the Assinniboine winds by the Grand Portage, where the Venerable Archdeacon Corcoran has formed a settlement of half-breeds and Indians. The soil here is of the same character as at Red River, and superior to it, in so far that it is never subject to be overflowed.

But with regard to this part of the country it has been so often described, and it is so near the well known settlements at Red River, that I need not detain you by alluding further to it. I shall therefore only refer to the tracts which appear to me to be most valuable for settlement in the region I have visited, and then describe the manner in which I conceive they would be most easily rendered accessible.

By far the greater portion of the lands bordering on the Manitouba and Winnepegoos Lakes is unquestionably well adapted for settlement. Experience already shows that wheat yields an abundant return on Manitouba and at the Little Saskatchewan. At the latter place even Indian corn is said to be a sure crop. This being the case, it is reasonable to conclude that wheat would thrive also at Sanguissippi Lake, and Lac Dauphin, and along the western coast at Winnepegoos Lake. The valley of Swan River in point of fertility of soil is perhaps unsurpassed in any country, and as regards climate, it cannot, I think, be inferior to the valley of Red River, inasmuch as, if further north, it is also much further west, and removed from the influence of the cold winds of Lake Winnepeg, which sometimes have a prejudicial effect on the crops at Red River.

The country bordering on Red Deer River is said to be very fertile, and the fact that maple is to be found there in considerable quantities would confirm the belief that the climate cannot be very unfavourable.

Throughout this region wood is in sufficient abundance to ensure a supply of fuel for a long time to come, or until such time as the coal mines may be developed.

It is said that coal is to be found in various places on the Porcupine Hills and on the Duck Mountain. I found some specimens of lignite in going up Swan River, which fully confirms the fact, but whether it is to be found in available quantities can only be ascertained through time.

The great alluvial valley drained by the Assinniboine, and its tributaries above the Souris River, will no doubt become at some period one of the finest wheat growing countries in the world. No one, in this part of the country at least, even pretends that in point of soil or climate it is unfavourable to the growth of agricultural produce.

In regard to the means of communication that could be most easily made available, the country bordering on the lakes so often mentioned might be reached by steamers or other craft. There is nothing to prevent a steamer of light draught running from Red River Settlement to the upper end of Winnepegoos Lake. On reference to Mr. Wells' report it will be seen that the Little Saskatchewan River is navigable from Lake Winnepeg to Manitouba Lake. The latter lake is not deep, but there are not many shoals to be met with, and its bottom is in general as level as the surrounding country; I sounded wherever we went and found an uniform depth of from fifteen to eighteen feet after passing a few hundred feet from the shore. The Winnepegoos Lake is on a higher level by about five feet than the Manitouoa, and the sounding line showed that it was just by so much deeper, except at the upper end, where it attains a depth of from thirty-six to fifty feet. The Sanguissippi River, which connects the Winnepegoos with the Manitouba Lake, has a general depth of from six to eight feet, except at one place near the middle of its course, where there is a very swift run, with a depth scarce amounting to five feet.

The distance from Winnepegoos Lake to Lac Bourbon, by the Mossy Portage, is four miles and eighteen chains, and the difference of level four feet, the Winnepegoos being that much higher than Lac Bourbon. The Saskatchewan was, however, very low at the time of our visit, and it is probable that when it is at it susual height the difference of level between the two lakes is but very slight.

From Lac Bourbon upwards, for 400 miles, the Saskatchewan presents an unbroken reach of navigable water. Above that, accounts differ as to whether it is navigable or not, some asserting that it is too much embarrassed by rapids and shoals, and others that it might be navigated by boats of light draught and great power to the base of the Rocky Mountains. From what I have learned, I incline to the latter opinion, but the truth can only be ascertained by examination. At all events, from the Red River Settlement to Carlton House, following Lake Winnepeg, the little Saskatchawan, Lakes Winnepegoos and Mantouba, Lac Bourbon, and the Great Saskatchewan River, there is a navigable reach of 800 miles, broken only by the Mossy Portage. This one carrying place cannot be reckoned a great impediment in such a distance. Steamers might be placed on the waters on either side, and a land road made across it; and this, I conceive, would be all that could be desired until settlement should have advanced so far as to render a more perfect means of communication necessary.

From what I have said, it will be seen that the lakes and the country bordering on the Great Saskatchewan are easy of access.

In regard to the facilities for communication in the valley of the Assinniboine, wheeled carriages can already be driven over the whole territory by the lines of route indicated on the plan, and it is only by such conveyances that settlers will, in the first instance, be able to supply their wants. The Assinniboine is only navigable for considerable vessels as far as the Grand Portage. Above that, indeed, canoes can be towed up, and battaux can descend, except at extreme low water; but it has a very tortuous and rapid course, more especially among the Sand Hills, and it is in many places shallow, so that it could only be made navigable for vessels of any size at a great outlay. Everything considered, therefore, I am of opinion that transport could be more easily effected by land. The country is admirably adapted for railroads, but, of course, in an unsettled region these are out of the question.

On reference to the map it will be seen that Lac Dauphin, aud part of Winnepegoos Lake approach within seventy or seventy-five miles of the Assinniboine. These places being accessible to steamers, land roads might be made across the country, which would afford all the accommodation required by a settlement in its first stage. Indeed, so obvious is this way of reaching the Assinniboine, that the Hudson's Bay Company supply their establishment at Fort Pelly by way of the lakes and Swan River, carting their goods from the latter place across the country to the Assinniboine.

In speaking of the navigable lines that might be made available, I should mention that at the Grand Portage there is said to be an old watercourse by which the Assinniboine, in all probability, has at some period discharged its waters into the Manitouba Lake. Now, as the Assinniboine is navigable, or in a state that it might easily be made so, as far as the Grand Portage, it may yet be found advantageous to open a water communication between it and the Manitouba Lake. The advantages which this route would possess over those by Lake Winnipeg and the Little Saskatchewan are that it would be considerably shorter, and would be open somewhat earlier in the spring.

In considering the project of colonising a country so remote to this, and of which so little is as yet generally known, the question will naturally arise as to whether the native population would be likely to offer any opposition to settlement, or whether the country, if occupied, would be easily governed. Believing that any information which will enable the Government to judge of these important matters will be acceptable, I shall, before concluding, describe the present state of the country through which we passed, confining myself to what has come under my own observation.

At Manitouba, Lac Dauphin, and Partridge Cross there are small settlements of Indians and people of mixed origin. At the first and last named settlements the people are pretty industrious, and raise wheat, Indian corn, and a variety of articles. At Lac Dauphin the settlers simply grow potatoes and Indian corn. They are gradually acquiring habits of industry, but they can live so easily by fishing or hunting, as Mr. Wells says in his report, that they are slow to adopt the more laborious pursuits of civilized life. Ducks, geese, and aquatic fowl of all sorts frequent the waters in that quarter in great numbers, and the lakes and rivers literally swarm with fish.

Near the Grand Rapid of the Saskatchewan we saw about fifteen families of Indians from Swan River, who migrate there annually to catch sturgeon. They seemed to me to be a very quiet and orderly people, and I thought that I could detect on their countenances that they were not wholly of Indian origin. On inquiring as to this point, some of them were proud to boast of their descent from the Canadian fur traders, who had occupied this country many years ago. At the upper end of Winnepegoos Lake we only saw one family, engaged in making salt, and from thence, in a journey of 500 miles, by the valleys of Swan River and the Assinniboine, we saw not a living being, except the few people in charge of Hudson's Bay Company's establishment of Fort Pelly and Fort Ellice, until we got to the settlements in this neighbourhood. At Fort Ellice we were told that the hunters had gone further west. But from all we could see or learn, there was no avoiding the conclusion that the population which once wandered over the vast plains of the Assinniboine had decreased to an unexampled extent. This I attribute partly to the indiscriminate slaughter of the buffalo to supply the pemican required for the trade of the country, and partly to the introduction of horses, which has rendered these clumsy animals, the buffalo, an easy prey to the hunter; and the Indian, so that he can supply his immediate wants, in a profusion however boundless, never troubles himself about the future. Numerous, therefore, as the buffalo still are, there can be but little doubt that they will soon be destroyed. Large supplies of pemican used to be obtained at Fort Pelly and Fort Ellice; these establishments can furnish but little now. At many places we observed the plains furrowed with old tracks of the buffalo, and in some cases the banks of the Assinniboine were strewn with their bones; but there were none of these animals, we were informed, to be seen within several days' journey of any place we were at. This shows how fast they are being destroyed, and it leaves but the reflection that as their staple article of food diminishes, the Indians must decrease in numbers, unless they can be induced to adopt the habits of civilized life. That with proper management they may be so is fully shown by the success which has attended the labours of the zealous missionaries at the Grand Portage, Red River, Partridge Cross, and elsewhere. As to the people of the Red River Settlement, they are as orderly and quiet a community, I may safely say, as can be met with anywhere, and I believe there is nothing they desire more than to see the country opened up. In leaving this part of the country I have much pleasure in saying that, both from the people of this settlement and the officers of the Honourable Hudson's Bay Company, we have met with every kindness and civility. It is almost invidious to mention names, and yet I cannot omit those of Chief Factor M'Tavish, at Fort Garry, who furnished us with many articles which we could not have otherwise obtained, and of Chief Trader Murray, at Pembina, who always had his hospitable quarters open for any of the party that passed his way.

I have, &c.
(Signed) S. J. DAWSON.

The Hon. Provincial Secretary,
Toronto.

P.S. Both Mr. Wells and I made a cursory survey, taking the courses, and correcting the distances by numerous observations as we proceeded, and I have left a letter for Professor Hind, informing him of our operations.

S. J. DAWSON.

Sub-Enclosure in Enclosure 1.

Sir, Red River Settlement, June 30, 1858.

After leaving the Mossy Portage, on the morning of the 4th June, I proceeded agreeably to your instructions to make a cursory survey of the west shore of Lake Winnipegoos, the River Dauphin and the lake of that name, the Little Saskatchewan, and the southern part of Lake Winnipeg, and would beg leave to submit the following report of my operations.

The western shore of Lake Winnipegoos, in common with the other lakes through which I passed, is much better adapted for settlement than the eastern one, inasmuch as the land is higher and the climate, if anything, a little better. In crossing Lake Winnipegoos from east to west, a distance of only about

twelve miles, I found vegetation somewhat further advanced than on the side I had just left; the soil is also better, inasmuch as that it is higher. Timber, such as maple, elm, oak, and poplar, covers the country to the water's edge. I visited several places where sugar had been made, and saw specimens of that article equal to any that I have ever seen in Eastern Canada.

The Duck Mountain, which occupies almost the entire background, commences to rise not far from the lake shore, keeping a gentle ascent for fifteen or twenty miles back, where it attains its greatest elevation, a height of 300 or 400 feet above the lake. I learned from the people who reside in Duck Bay that the entire face of the mountain is a succession of gentle slopes and flat table lands, and that the summit itself is an extensive plateau of alluvial soil, covered with a fine growth of timber.

There are three salt springs near the southern end of Lake Winnipegoos, one of which I visited, where there are works established for the manufacture of salt.

There are some forty or fifty half-breed Indians, who reside here, and at the Duck Bay, and though assured by them that all kinds of grain succeeded well here, yet they cultivated only a few potatoes, as fish and game are so plentiful and of such good quality, that they may be said to live almost without exertion.

From the Salt Springs I passed through the Dauphin River, almost sixteen miles, to Dauphin Lake. The Dauphin River is a fine stream, about forty yards broad, and having five feet of water in the shallowest places. Its banks are a strong grey clay, covered with black mould, and timbered with oak, elm, and poplar. It has two considerable tributaries rising in the Duck and Riding Mountains, which appear to drain a country well adapted for settlement. There are several places on the Dauphin River where the Indians grow potatoes, Indian corn, and melons. The wild grape, wild hop, and wild vetch are also common on the banks of the river.

Lac Dauphin is about thirty miles long from north-west to south-east, and six miles broad, its western shore is bounded by the Riding Mountain, similar in all respects to the Duck Mountain already mentioned. Its southern shore is bounded by a prairie interspersed with wooded knolls, which I was informed extended without interruption south-east to the Assinniboine and Red Rivers.

I saw fixed rock only in two places in this part of the country, viz., at Snake Island, near the lower end of Lake Winnipegoos, and at the lower part of the Dauphin River. That on the Snake Island, a whiteish limestone, is full of organic remains, the other is similar to the Manitoba limestone, and nearly without organic remains.

From Lac Dauphin I returned through the north-east end of Lake Manitoba, to its discharge, the Little Saskatchewan River.

The Little Saskatchewan, as its name implies, has a very strong current, which I found, on measuring to be two and a half and three miles per hour, *but it is entirely free from rapids*, its *average breadth* is 250 *yards* with from eight to twelve feet of water, it appears well adapted for steamboat navigation.

The country in the vicinity of the Little Saskatchewan presents every inducement for settlement, as is proved by the flourishing state of the present settlement at Fairford, or, as it is more generally known, by the name of Partridge Cross, a mission established under the Bishop of Rupert's Land, about six years ago, by the Rev. Mr. Cowley.

The present establishment is some six miles higher up the river than the first one, which, being subject to inundations in times of high water, was abandoned. There are several well-built houses, a chapel, school, and mill at this place, with a population of about 250 souls, Indians and half-breeds.

The Rev. Mr. Stag, the missionary now in charge, informed me that the school which is attached to the mission was usually attended by from fifty to sixty children, the half of whom are Indian children. Indeed the Indians belonging to this place appear to be fast acquiring the tastes and habits of civilization, being clean and better dressed than any I have seen in the country. Mr. Stagg also informed me that, notwithstanding the ease with which the ground was cultivated and the large returns of grain, that he required to use all his influence to induce the Indians to cultivate the land, as their wants are so easily supplied by fishing and hunting.

From the Little Saskatchewan I returned through Lake Winnipeg, arriving at this place on the 26th of June.

The journey through Lake Winnipeg presented no feature of essential difference from the other lakes, except that the western shore of Lake Winnipeg is low land, with occasional limestone cliff, and the eastern shore high land with granite rock.

I have, &c.
(Signed) A. W. WELLS.

Enclosure 2 in No. 1.

Sir, Fort Ellice, Rupert's Land, July 9, 1858.

In the letter I had the honour to address to you from the Red River on the 3rd June last I stated that, after making the necessary preparation, I should immediately commence the exploration of the valley of the Assiniboine River. The distrust, and even dread, with which the Sioux Indians are regarded by the Red River hunters, made it necessary to secure the services of a strong party for the exploration of the Little Souris River, where the tertiary coal was reported to exist in abundance. In consequence, however, of the failure of last year's autumn buffalo hunt, and the ravages of the grasshoppers at Prairie Portage and elsewhere in the settlements, most of the able-bodied men fitted for the exigencies of a journey into the Indian country had left the settlements a few days before my arrival, either for the Buffalo Plains or for St. Paul, and it was with some difficulty that I could procure eight men and the necessary provisions for a three month's journey, but by the 14th of June the expedition was en route for the interior.

After arriving at St. James's Church, on the Assiniboine River, I proceeded with Mr. Dickinson to ascertain the position of the Big Ridge, bounding the Valley of the Assiniboine, and follow its windings for a distance of seventy or eighty miles, until it is cut by Portage River, near Lake Manitobah, opposite Prairie Portage. Mr. Fleming proceeded with the carts and canoes by the Hunter's Road to Prairie Portage, making on his way a section of the Assiniboine River, ascertaining by numerous trials its rate of current, volume of water, &c.

The Assiniboine Valley south of the Big Ridge, on the north side of the river, comprising an area exceeding half a million acres, was described in my report of last year as possessing a soil of remarkable excellence: the results of a more particular examination during the present season fully bear out the favourable opinion previously formed.

After reaching Prairie Portage we proceeded on the north bank of the Assiniboine as far as the mouth of the Little Souris River. During this part of our journey we occasionally stopped for half a day to make the necessary astronomical observations, to measure the valley of the river, and make sections of its banks.

The impressions with which I returned to Toronto last year respecting the extent of forest on the banks of this river, confirmed as they appear to be by all descriptive accounts I received from residents at Red River, led me to suppose that the Assiniboine flowed for about eighty miles from its mouth through a vast level prairie, timbered only at the points or bends of its course. I was much astonished to find that this is true only as regards the *north* bank of the river, the south bank being occupied by an immense forest, which commences some thirty miles from Fort Garry, and covers the country westward for a distance exceeding seventy miles, with a depth varying from five to twenty-five miles. We frequently saw the vast forest from hills on the north side of the river covering a tract of country which could not be less than twelve or fifteen miles in breadth, and, with a good telescope, the prairie between it and an extension of Pembina Mountain or Ridge was traced. I have ascertained that the forest contains fine timber, and is well known to Indians, who hunt there during the winter; but the trails of the buffalo hunters avoid it, and keep to the open prairies; hence its existence is even unknown to many of the residents of Red River, and the buffalo hunters, always shunning it, have but little knowledge of its timber resources.

It is my intention, on returning to the settlements, to penetrate through this forest in two or three directions, with a view to ascertain its character, as far as time will allow.

It is needless to dwell upon the great importance of so abundant and unexpected a supply of serviceable timber within one or two days' journey of a very extensive and fertile arable country, and on the banks of a navigable river, within a day's march of Fort Garry.

The country on the north side of the Assiniboine, between Prairie Portage and the mouth of the Little Souris, for a distance of several miles back from the river, is poor and scantily timbered. The prairies on the Little Souris are also light, and the deep valley of that river contains but little timber. At Snake Creek numerous specimens of drift lignite were found, and after a few hours' exploration, favourable indications led me to have a section of the river's bank exposed, by making a cutting at right angles to it, with a view to show the stratifaction. Here no less than four distinct beaches of a former lake were brought to light, each beach bearing numerous rounded and polished boulders and pebbles of drift lignite, varying from two to fifteen inches in diameter; but no trace of the lignite or place was seen on the Little Souris north of the forty-ninth parallel. The beaches just referred to were several times noticed further up the river; they are accompanied by a bed of ferruginous sand, above which several extensive deposits of bog-iron ore and shell marl were found.

Having determined to return to the settlements viâ the Assiniboine in canoe, I forbear for the present from referring to the geology of its rock exposures, further than to state that what I have already seen leads me to think it will repay an attentive and careful exploration.

Having reached the forty-ninth parallel, the expedition proceeded up the banks of Red Deer's Head River for about fifteen miles, and then crossed over a treeless prairie, sixty miles broad, towards Fort Ellice. The hill sides in the valley of the Little Souris River were scored with tracks of buffalo, and everywhere we saw the bois de vache of last year, but it was not until arriving at the Two Creeks, in the Assiniboine Valley, that we killed a buffalo bull. The buffalo this year are far south, and the hunters have suffered much distress on that account. Yesterday we saw three bulls at a considerable distance from us; they are considered to be the pioneers of numerous herds, which are anxiously looked for by the people of the fort, who are almost altogether destitute of provisions.

Everywhere we find grasshoppers. On the Assiniboine the brood of this spring is yet unable to fly, but when traversing the treeless prairie, between Red Deer's Head River and the Assiniboine, innumerable hosts of grasshoppers were flying northward in the direction of the wind. At times they would cast a shadow over the prairie, and for several hours one day the sky, from the horizon to an altitude of thirty degrees, acquired an indescribably brilliant ash white tint, and seemed faintly luminous, as the semi-transparent wings of countless millions of grasshoppers, drifting towards the north and north-east, reflected the light of the sun.

On Monday, July 12, I propose to start for the Saskatchewan, by the Quapelle River, returning to the settlements by the end of August.

Mr. Dawson passed Fort Ellice on the 21st of June, and will arrive at Red River by the beginning of July.

The weather on the whole has been very favourable, but in the early part of our journey thunder-storms for many days in succession caused three or four hours' delay during their continuance. We have had seventeen thunder-storms in twenty-three days; nearly all were of a violent character, with hail, heavy rain, and boisterous winds. We did not see any Indians before our arrival at Fort Ellice. On the Red Deer's Head River an attempt was made in the night to stampede the horses, which was fortunately frustrated by the distant neighing of a horse reaching our ears, and giving us time to take precautionary measures; but the tracks of hostile Indians close to our camp were found in the morning.

This letter is written in the expectation that some hunters may soon be returning, via Fort Ellice, to Red River for supplies, who will be instructed by Mr. M'Kay, the gentleman in charge of Fort Ellice, to place it in the post office at Fort Garry.

I have, &c.
(Signed) HENRY G. HIND,
In charge of the "Assiniboine and Saskatchewan Exploring Expedition."

The Hon. F. J. J. Loranger,
Provincial Secretary, &c. &c. &c.

Enclosure 3 in No. 1.

Sir, Fort Ellice, July 12, 1858.

After my arrival at Red River, I made numerous inquiries respecting a report, extensively circulated, that gold dust and scales were in the possession of some of the settlers, and that gold had been found in the neighbourhood of Sturgeon Creek.

I visited Sturgeon Creek in company with a person who had sent the so-called "gold" to England and the United States for analysis. Certain persons some years since residing in Red River Settlement, who ought from their position and education to have been quite familiar with the characteristics of gold, had informed my companion that there was no doubt whatever of his specimens being the precious metal. From the United States he received no answer; from England, through the company's agent, he was informed that it was oxide of iron (probably iron pyrites).

After a careful search in the stream, I found golden mica, and handing it to him, he believed it to be gold, until I informed him of its true character.

I found abundance of golden mica, and have no doubt that this mineral is the "gold" of the settlers at Red River.

Rings rudely made from gold were shown to me as well as scales of gold; but after much inquiry, I succeeded in tracing the gold to two or three voyageurs, who had been across the Rocky Mountains, and had brought it from the Columbia River and Fraser's River.

Sir George Simpson told me, when I saw him at Fort Garry, that Capt. Pallisser had stated that in seasons of high water or by the removal of a trifling obstruction, or by making a small portage a small canoe might pass from the Assinniboine, through the Quapelle River (Calling River) and Lakes, to the Saskatchewan, thus connecting the Red River with the Great Saskatchewan by a short direct course. Some of the hunters, who profess to know that part of the country, state that in seasons of high water, the Saskatchewan may send part of its waters through this river to the Assinniboine. Yesterday I visited the Quapelle River, and Mr. Dickenson to-day is to measure its rate of current, volume of water, &c.

Since the river lies in the direction of the south branch of the Saskatchewan, I have determined to ascertain its true character, and intend sending Mr. Dickenson from the height of land in a canoe to the Assiniboine while I proceed by the western water communication, if any, to the Saskatchewan.

Captain Pallisser, I am informed, had no canoe with him, and I find in this country that it is as impossible to describe a river and its capabilities from observations made at intervals on its banks, as it is to form a correct idea of the region it unwaters from a canoe voyage down its course.

I have, &c.

The Hon. T. J. J. Loranger, M.P.P., (Signed) HENRY G. HIND.
Provincial Secretary.

Enclosure 4 in No. 1.

Report on the Exploration of the Country between Lake Superior and the Red River Settlement.

INSTRUCTIONS AND COMMUNICATIONS.

Sir, Secretary's Office, Toronto, July 22, 1857.

I have the honour to acquaint you that, confiding in your integrity, judgment, and energy, together with your acquaintance with the Red River Territory, your knowledge of the communication with that country, and with the tribes of Indians which traverse it, His Excellency the Administrator of the Government has been pleased to appoint you to the chief direction and control of the party about to be sent there.

The party organized consists of the following:—

Mr. Gladman, the chief director and controller of the expedition, and his assistant;
Professor Hind, geologist and naturalist, and his assistant;
Mr. Napier, engineer, with his assistant and staffmen; and
Mr. Dawson, surveyor, with his assistants and chainmen.

Also, such voyageurs or canoemen as in your judgment may be necessary, the probable number of canoes being assumed at four, with four voyageurs in each; such men to be selected with a view to their being capable of assisting the engineering and surveying branches of the expedition as axemen, &c., when required.

The primary object of the expedition is to make a thorough examination of the tract of country between Lake Superior and Red River, by which may be determined the best route for opening a facile communication, through British territory, from that lake to the Red River Settlements, and ultimately to the great tracts of cultivable land beyond them. With this view, the following suggestions are offered for your guidance, so far as you will find them practicable and supported by the topography.

In the first place, after being landed at Fort William, to proceed by the present Hudson's Bay canal route, by the Kaministiquia River, Dog Lake, Lake of the Thousand Islands, &c., to Lac la Croix, and thence, by Rainy Lake, Lake of the Woods, Winipeg River, to Lake Winipeg, and up the Red River to Fort Garry.

From Rainy Lake to Lake Winipeg, the route as at present affords a good navigation for boats of considerable size, with the interruption, however, of some short portages; but from Rainy Lake eastward to Lake Superior the route is very much interrupted, and rendered laborious, tedious, and expensive, by the great number of portages, some of considerable length, which have to be encountered, to avoid the falls and rapids in the ravines and creeks which this route follows.

For the establishment of a suitable communication for the important objects aimed at, it is believed that the construction of a road throughout from some point on Lake Superior, probably either at Fort William, or at or near the mouth of the Pigeon River to Rainy Lake, must be undertaken. To ascertain, therefore, at present, by general exploration, what the route for this road should be, whether in the vicinity of the Hudson's Bay route, or by the line of country in which lies the chain of waters from Rainy Lake to the mouth of Pigeon River, this question can obviously be only satisfactorily determined by the difficult portions of both being tested instrumentally; but in either case, as the construction of such road would be a matter of time and much expense, it is considered necessary that the portages, &c. of either of the routes above described should be improved, so as to be made more available and facile, and to be auxiliary to the works of the road, by facilitating the transport of men, supplies, &c.

To determine, therefore, the portages to be improved, and the best mode of doing so, and whether the present reaches of canoe or boat navigation may not be further extended, by the removal of shoals or the erection of dams, will be points to which you will direct the attention of the engineering and surveying branches of your party.

From Rainy Lake, by Lake of the Woods and Lake Winipeg, to Fort Garry, as before described, is now comparatively a good water communication, but very circuitous; and should the character of Rat River, which rises at no great distance from the Lake of the Woods, and falls into the Red River above Fort Garry, be found susceptible of its being made a boat channel, a saving probably of 150 miles in length might be effected; or on an exploration of the country through which that river flows, it may be found more desirable to construct a road along it from Red River, and should this be so, the nature of the communication between Red River and Lake Superior eventually would be about 100 miles of road from Red River to Lake of the Woods, thence about 140 miles of water communication to the eastern end of Rainy Lake, and from that point a continuous road to Lake Superior of from 160 to 200 miles in length.

When you shall have reached Rainy Lake by the Hudson's Bay canoe or northern route, it is left to your discretion whether you should or not leave the engineering party with sufficient force to return and explore back to Lake Superior the southern or Pigeon River route, while you proceed with the surveying party by Lake Winnipeg to Red River, and return by Rat River.

All the members of the party, with the exception of the geologist and his assistant, are, it is understood, to winter on the expedition, if required. The expediency of adopting that course can only be determined by you some time hence; but should you decide upon so doing, you will of course take due precautions for the safety and comfort of the party, and for their effective and profitable employment.

As director and leader of the party, you will govern all matters whatsoever connected with the conducting and provisioning of it, the hiring, discharging, and payment of men. The lines to be explored, and the water examinations to be made will be determined by you, on consultation with the gentlemen conducting the engineering and surveying branches. You will also decide the times and places for separating the party or parties, and for their re-union, the engineer and surveyor have been instructed to afford you all the assistance in their power, and have been informed that they are to consider thenselves under your guidance and direction. Any occasional additional assistance they may require will be obtained through you, as well as all necessaries whatever; but the conducting of their immediate professional duties will, of course, be regulated by themselves.

At the very outset, it is important that you should regulate the number of fire-arms that you may consider it necessary to take, which it is believed should not exceed six, one with the director, one with the geologist, two with the engineer, and two with the surveyor. You will adopt, also, full precautions against any spirits, &c. of any description being carried, except what shall be under your own sole charge and control, and such as you may consider it necessary to have in case of illness.

With regard to the procuring of canoes, camp equipage, medicine, &c., &c., for the expedition, it is not considered necessary, from your experience in such matters, to offer any suggestions, further than to draw your attention to some Crimean rations of pressed vegetables, now in the commissariat store, which occupy but little space, and a small portion of which makes in a short time excellent soup.

In order further to give effect to your control and authority, a commission of magistracy will be conferred upon you.

About the time of your reaching Rainy Lake, or at such period as you may deem proper, you will send a messenger with despatches, reporting upon your progress, &c., &c., and whether you find it necessary or desirable to winter in the territory, &c.

Finally, you will impress upon each member of your party that no communication or information whatsoever, with regard to the progress or results of the expedition, are to be transmitted by writing or otherwise, except to the Honourable Provincial Secretary.

The *ad interim* reports of the geologist, engineer, and surveyor you will enclose with your own, and transmit by the messenger above adverted to.

You will also peremptorily require that the weight of all personal effects taken by each of the party, including that of the bag or leather valise containing them, shall not exceed ninety pounds.

(Signed) E. PARENT,
Assistant Provincial Secretary.

George Gladman, Esq., Fort Hope, U. C.

Sir,

Crown Lands Department, Toronto, July 14, 1857.

The Government having determined upon sending out an expedition under G. Gladman, Esq., to explore the country lying between the head of Lake Superior and the Red River Settlement, I am directed by the Honourable the Commissioner, to request that you will inform him whether you are prepared to take charge of one of the parties under that gentleman; if so, you will please to repair to Toronto, with as little delay as possible, there to await further instructions from this department.

I have, &c.
(Signed) E. A. GENEREUX.

S. J. Dawson, Esq., Three Rivers, C. E.

INSTRUCTIONS to S. J. Dawson, Esq., to assist in the Exploration of the Country between the Head o Lake Superior and the Red River Settlement.

Sir, Crown Lands Department, Toronto, July 18, 1857.

The Government having determined upon sending out an expedition under George Gladman, Esq., to explore the above-mentioned country, you have been selected to act as surveyor. You will therefore put yourself in communication with that gentleman, who, as chief of the expedition, will have the general direction thereof, but who will not interfere with the professional working of your party.

As the rate of progress of the expedition will be too rapid for an accurate instrumental survey of the whole of the route, you will make such a *reconnaissance* of those portions thereof which present no engineering difficulties, as the time and circumstances will permit, ascertaining the bearings by a prismatic compass, and estimating the distances on land by pacing, and on the lakes and rivers by the rate of progress of your canoe, or by a Rochon's micrometer, when you have leisure and opportunity of using it, but making an accurate survey where such difficulties occur.

You will note the kind and quality of the soil and its fitness for agriculture; the kinds of timber and their commercial value; the general nature of the face of the country, whether level, rolling, broken, hilly, or mountainous; the marshes, swamps, and meadows; the lakes, with a description of their banks, and whether their waters are deep or shallow, pure or stagnant; the courses, widths, and depths of the streams, with their rapids and falls, estimating the difference of level where an instrumental survey is not required; the kind and localities of the fixed rocks, of which you will collect small specimens (from one to two cubic inches), attaching a number to each, and wrapping it up in birch or cedar bark, or such other suitable materials as are to be had on the spot, noting the number and locality in your field book, and the dip and strike of the rock, if stratified.

You will keep a diary of your proceedings and a register of the thermometer and Aneroid barometer at regular hours of the morning and evening daily.

Ascertain the latitude and variation of the compass when you have opportunity.

Your own pay will be 1*l.* 10*s.* a day while employed in this service. Mr. Gladman will pay your party, and furnish provisions and other necessaries for the exploration.

You will draw a plan of your operations, on a scale of one mile to an inch, showing as much of the natural features of the country as may come under your observation.

In addition to your diary and field notes, you will furnish a report containing a concise summary of your proceedings, with general observations on the physical geography of the country, its capabilities, and the best mode of developing them.

I have, &c.
(Signed) E. P. TACHE,
Commissioner of Crown Lands.

Sir, Crown Lands Department, Toronto, July 22, 1857.

I have been directed to transmit you, for the information and guidance of yourself and your staff on the expedition about to proceed to explore the route from Fort William to the Red River, an extract from the letter of instructions addressed by the Government to Mr. G. Gladman, the director of the party, relative to the general conduct of the party, and the control to be exercised by Mr. Gladman in reference thereto, and I have to direct you to be subject to those instructions which are authorized by Order in Council.

A copy of the Order in Council of the 18th instant, authorizing the expedition, is also enclosed herewith.

Alexander Wells has been appointed your chief assistant, Charles De Salabury your explorer, and G. F. Gaudet and Lindsay Russell your chain-bearers.

Mr. Wells is to be paid at the rate of 20*l.* a month, and your other assistants above mentioned at the rate of 7*s.* 6*d.* a day each.

I have, &c.
(Signed) ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

Sir, Secretary's Office, Toronto, July 22, 1857.

I am directed to inform you that His Excellency the Administrator of the Government has been pleased to appoint you to conduct the engineering branch of the expedition about to be sent to the Red River Territory, under the control and direction of George Gladman, Esquire.

There are appointed on your staff an assistant, a rodman, and two chainmen. Your remuneration is fixed at 1*l.* 10*s.* per day, that of your assistant 20*l.* per month, and that of each of the others on your staff at 7*s.* 6*d.* per day. All matters and details whatsoever connected with the provisioning and transport of the party, with the hiring and discharging of the men, and the conducting of the expedition, determining routes, stoppages, encampments, &c., &c., are under the direction of Mr. Gladman, who has received full instructions and authority therefor. Among these instructions he is specially directed to prevent spirits of any description from being taken up or procured by any of the party at any time. He is likewise to regulate the number of fire-arms that will be allowed, and to caution each member of the party, while attached to it, from communicating by writing, or otherwise, any information upon the progress or results of the expedition, except to the Provincial Secretary.

He will, some time hence, when he considers it expedient, send a messenger, who will carry his despatches to the Government, of the time of doing which he will give you due notice, in order that you may have an *ad interim* report prepared to be transmitted by such messenger, addressed to the Provincial Secretary, which report will detail minutely the operations of your branch of the party.

The nature of the duties connected with the engineering branch will, in the first instance be, to examine generally the present Hudson's Bay canoe route from Fort William (by which Mr. Gladman

will first lead the party) paying particular attention to the parts where obstructions present themselves, whether in the form of falls, or shallows, on the rivers, lakes, or creeks, or of long and difficult portages, so as to be enabled to furnish a tolerably correct sketch thereof, describing the nature and extent of the obstacles, and in what manner they could best be removed or overcome. For this purpose instrumental examinations, levels, and measurements will in some cases be indispensable, in other cases you will be enabled to arrive at a sufficiently correct approximating decision without them.

After the Hudson's Bay canoe or northern route is so examined, Mr. Gladman will probably direct your attention to the southern route, between Rainy Lake and Lake Superior, by Pigeon River. This, also, will be similarly explored and examined, so as to enable you to report on the relative merits or demerits of each.

The ultimate intention of Government is the construction of a good commissariat road through British territory, suited to the great amount of trade that may reasonably be calculated on between Lake Superior and the Red River district, and the immense region of cultivable territory beyond it. It is considered probable that the most eligible route for communication may be found to be about the course of the present Hudson's Bay route between Fort William and Rainy Lake, on which account Mr. Gladman will, in due time, draw your attention to different lines to be explored in that direction, with the view of avoiding the present obstruction; and as the chief difficulties to be encountered in the communication to the Red River Settlements lie between Rainy Lake and Fort William, this section will necessarily require careful exploration.

Whether your party will continue on from Rainy Lake to Fort Garry, or will return either by the southern or Pigeon River route, or proceed to explore north and south of the course by which you ascend, with the view of ascertaining whether a good line may not be found in that direction, will be governed by Mr. Gladman, with whom it will be your duty cordially to co-operate, and offer any suggestions in your line you may think will tend to the interest of the expedition.

Each individual on the staff of the expedition, with the exception of the geologist and his assistant, is distinctly to understand that his services are to be at the command of Government for twelve months, and that he is to winter in the territory, if required.

In all cases of your party being separated from the general body, such separation is to be governed by Mr. Gladman, who will take care that you are provided with the means of transport, the necessary assistance, provisions, &c. &c. An abstract from the instructions furnished to Mr. Gladman is hereto appended for your instruction and guidance.

(Signed) E. PARENT,
Assistant Provincial Secretary.

W. H. Napier, Esq., C.E.

Sir, Secretary's Office, Toronto, July 22, 1857.

I have the honour to inform you that His Excellency the Administrator of the Government has been pleased to nominate you geologist and naturalist to the party which is to leave this city immediately for Fort William, for the purpose, in the first instance, of examining the line and state of the communication thence to Fort Garry on the Red River. It being indispensable to the satisfactory result of the expedition, as well as to the safety of the party, that one individual should be invested with the general control and management of it, Mr. Gladman has been invested with the authority and responsibility, for which he is considered eminently qualified, from his long residence in the territory, his acquaintance with the leading lines of communication, with the trading posts, with the tribes of Indians with whom the party will necessarily come in contact, and with the extent and nature of the supplies which can safely be calculated on as procurable in the country during the course of the expedition. By him, therefore, will be regulated and determined the movements of the party, the routes to be taken and explored, and all matters connected with the provisioning and transport of the party, the hiring and payment of all the men, and all other matters of detail whatever comprised in the general conduct of the expedition.

From the nature of your duties it may be necessary that you should occasionally separate yourself from the party. In such cases you will state so to Mr. Gladman, who will take care that you are provided with the necessary provisions and means of transport, and with all such necessaries as you may require; and he will arrange with you as to the places and times for your re-uniting yourself with the main body.

As you will require the services of an assistant, the appointment of an efficient one is left with you, his remuneration not to exceed 20*l.* per month. That of the geologist, engineer, and surveyor is fixed at thirty shillings per day each.

The objects to which your attention is requested are of general character, comprising a description of the main geological features of the country you traverse, and whatever pertains to its natural history, which you may have an opportunity of observing and recording.

In relation to its geology, you will be guided by the memorandum furnished you by Sir William Logan, giving especial attention, as far as lies in your power, to the following points:—

1. The boundaries of formations.
2. The distribution of limestones.
3. The collection of fossils.
4. The occurrence of economic minerals.
5. The exact position of all faits, and the altitude of the rock.

The distribution of limestone should be made a constant subject of question with everyone you meet.

With reference to natural history, you will, if at the time convenient, and the object capable of transportation, collect whatever may appear to be new or of interest; and you are requested to record in a daily journal such facts in connexion with this subject as may present themselves to your notice, when not susceptible of representation by specimen or illustration.

A general description of the whole of the country you traverse from Fort William westward is very desirable; and it is advisable to note, as minutely as possible, all leading features of topography, vegetation, and soil along your line of route.

You will proceed with the main party to Fort William, and continue with it or with such party as may be detached from it, as much as is consistent with the efficient prosecution of your own exploration and researches. It may, of course, be occasionally necessary, as already adverted to, that you should separate from the others for a short time, for which course Mr. Gladman will afford you all requisite accommodation; but as that gentleman's instructions require him to explore not only the present canoe route of the Hudson's Bay Company from Fort William, by Dog Lake, Lake of the Thousand Islands, Lac Croix, Lake of the Woods, and Lake Winipeg, to Fort Garry, but also in returning to examine the former North West Company's route by Pigeon River, and further to examine or survey the line of Rat River from the Red River to its source, and the intervening country between it and the Lake of the Woods, it is not probable that there will be much necessity for your leaving the party for more than a few days at a time, which is desirable, from its limited number and the late season of the year.

It is arranged with Mr. Gladman, that he is to send a messenger, some time hence, with despatches to the Government, explanatory of the progress made towards carrying out the object of the expedition, and by this means you will also have an opportunity of making such *ad interim* report as you may consider desirable. You will determine the return route to be taken by you and your assistant, whether by Lake Superior or by St. Paul's, as you may be led to believe will most conduce to the attainment of the object of your branch of the expedition.

When materials for illustrating the geology and natural history of the country accumulate, so as to render their transportation an inconvenience, you will hand them over in packages, properly made up and directed, to Mr. Gladman, who will take care that they are safely lodged at some of the posts, and arrangements made for their being securely conveyed to this city.

Your reports and communications upon the various subjects to which your attention is directed will be addressed to the Hon. Provincial Secretary; and it is presumed to be unnecessary to impress upon you the propriety and expediency of taking care that the subject of such reports, and the results of your labour, shall be only so communicated.

I have, &c.

H. Y. Hind, Esq., Professor, &c.,
Trinity College.

(Signed) T. L. TERRILL,
Provincial Secretary.

REPORT.

Sir, Fort Francis, Rainy Lake, August 19, 1857.

I have the honour to report my arrival here yesterday evening. I came on in advance of the other canoes, for the purpose of obtaining guides for parties to proceed by way of "Rat River," to "Fort Garry," and by the "River des Bois," from "Rainy Lake," to "Lake of the Woods." Before proceeding further, however, I beg to detail briefly our proceedings to this time.

Leaving Collingwood on the 24th July, after calling at various places on Lake Huron, the steamer arrived at the Sault Ste. Marie on the 27th. On the 28th, during an extremely dense fog, the steamer ran on the rocks off Michipicoton Island in Lake Superior. She was got off again late the following afternoon, without sustaining any material damage, and put into the harbour to re-arrange coals, &c., which had been moved the previous day in order to float the steamer. Leaving the harbour on the next evening (30th) we arrived in safety at the mouth of the Kaministiquia, and landed at Fort William late on the 31st. My attention was immediately given to the arrangements of canoes, men, and provisions, and on Monday I was enabled to send off three canoes in advance, and followed with three more on the next day. Pursuing the route designated in my instructions as the Hudson's Bay route, I arrived as above remarked, yesterday, and expect the other canoes will be here in course of the day.

The greatest difficulty to be encountered in navigating this route, appears to me to be the shoalness of the waters immediately below the Mountain Fall. For about nine miles above Fort William there is sufficient depth of water to enable a steamer to ascend the stream, and the distance from thence in a direct line, according to the surveyor's estimates, not exceeding eighteen miles. I see no better means of improving that part of communication than by opening a road that should pass the three first and most difficult portages. Mr. Napier is of opinion that it would be impracticable to raise the water by damming the stream, the fall being too precipitate and the banks not sufficiently high or firm to admit of the construction of such works.

From the Dog Portage to the Prairie Portage, a distance of thirty miles, it appears to me quite practicable to remove the greater part of the obstructions caused by the few intervening shoals of rocks, and thus admit of free navigation, even for boats; and I do not think the cost of the improvements would be great.

From the east end of the Prairie Portage to the head of the Savanne Rivulet (the first stream of waters descending towards Hudson's Bay), embracing about five miles and a half of land carriage, by present route, it is probable that a minute survey would show that a road may be formed, which would pass at one stretch the three longest portages in the whole communication. Being obliged, however, by the necessity of economizing our voyaging provision, and passing rapidly onward, we could not make that particular examination of this portion of the route which we would have wished to do. Had we a stock of provisions on hand here at Rainy Lake to meet the requirements of so large a party, we should have been glad to spend two or three days in determining this interesting point, but under present circumstances, a more particular survey must be deferred to a future time.

There is yet another line of communication between the Kaministiquia and the Lake of Thousand Islands, on which I would offer a few remarks. A small river falls into the Kaministiquia from the westward, a few miles south of the Dog Portage. It is represented by the Indians who hunt in that

part of the country as impracticable for a large canoe, but quite passable in a small one. There are numerous portages, and it appears to take its rise in the same line of swampy country over which we passed at the "Savanne." If a guide can be procured, I shall endeavour, on the return voyage, to send a party to report upon it. The distance from the Lake of Thousand Islands to Fort William is travelled over in winter by that track in three or four days.

From the Savanne River to the French Portage (which is the last long one on the route) the obstructions in the navigation are not of any great magnitude, and certainly do not present greater, if so great, difficulties as are met with on the route from York Factory to Red River. A small stream running to the southward of French Portage admits of passing without making that portage at all, except the water be very low; and this may be provided against by the erection of a barrier, for which there is abundant material. My own canoe passed that way, and the only impediment met with was from the overhanging branches and trees fallen across the stream, which being removed by my men enabled the other canoes to pass freely.

From the French Portage to the Rainy Lake there are few portages, and those very short. Here again improvements may be made, which would increase the amount of open navigation, and facilitate greatly the transport of emigrants and goods.

Having thus given a brief outline of past proceedings, I will now state the course I propose to take from here.

I have engaged a guide to proceed with a party from the north-west end of the Lake of the Woods to Red River. The route is represented as being perfectly feasible in a small canoe, the only portage being the swampy height interwoven between the waters that fall into the Winipeg River. I am assured that this passage by Rat River will not occupy more than six or seven days, the party travelling with light equipment.

The results of this interesting exploration I hope to transmit from Red River. I have also engaged another guide to lead a party from Rainy Lake to the Lake of the Woods, by the Rivière du Bois, which party will join me on my way to Red River at the Rat Portage. This tract is, as I am informed, invariably used by the Indians, in coming from this port to the Lake of the Woods. It is much shorter, and they avoid the strong current of the Rainy River.

I beg to refer to the accompanying brief reports by Messrs. Napier, Dawson, and Hind, for a statement, each in his particular department, of the rivers of the route over which we have passed; and I trust that the whole of our joint proceedings will meet with the approval of the Government.

I have, &c.

Hon. T. L. Terrill, Provincial Secretary, (Signed) GEORGE GLADMAN.
&c. &c. &c.

Sir, Fort Francis, Lac la Pluie, August 20, 1857.

I have the honour to report for the information of the Government, the safe arrival at this point yesterday of that portion of the Red River Expedition under my charge, in company with Professor Hind and Mr. Dawson.

We arrived at Fort William on the 31st ult., where we were detained three days, procuring men and preparing canoes. Whilst there we received the greatest kindness and assistance from Mr. James M'Intyre, the Honourable Hudson's Bay Company's officer in charge of that fort, but for whose prompt aid we might have been considerably retarded, as, from the near approach of the fishing season, men expressed a decided unwillingness to accompany us, and even those who finally consented to hire could not be induced to continue with us beyound the Rainy Lake.

I have been informed by Mr. Gladman, that those men return to Fort William in the morning; in accordance, therefore, with my instructions I beg to forward the *ad interim* report upon the nature of my operations hitherto and plans for the future. Owing to the very limited time for preparation, it must be but a very brief sketch.

Mr. Dawson and Professor Hind, with their respective parties, left Fort William on the 3rd inst., and Mr. Gladman and I on the following day. On the 5th we all again met at the head of the Mountain Portage (Kallabeka Falls), since which time we have continued together, with the exception of Mr. Gladman, who parted from us on the 8th inst., at the Dog Lake Portage, considering it expedient to hasten with all speed to Fort Francis in order to make further arrangements as to men and equipage, to prevent any delay upon our arrival.

In conjunction with Mr. Dawson levels have been taken throughout from Fort William on Lake Superior to this place, together with measurements and observations, which, when completed to the Red River Setttlement, will afford sufficient data to form plans and sections of the entire route; these, together with a detailed report, I hope to be able to forward to you as soon as possible after my arrival at the settlement.

Up to this time we have been favoured with a continuance of fine weather, which we have taken every advantage of, invariably starting soon after daybreak, and not camping until a late hour in the evening; the advanced period of the season rendering it expedient to hasten on with the least possible delay.

In approaching the height of land dividing the water-shed of Lake Superior from that of Hudson's Bay, we experienced a gradual increase in the coldness of the nights; on the night of the 15th inst. the thermometer fell as low as 33° Fahr.; as we descended this way the temperature has sensibly increased.

From Fort William to this point, owing to various causes, the parties have all travelled by the same route; but as from this place westward there are three distinct routes, which should undoubtedly be examined without delay, in order to ascertain their respective merits, and which would be most deserving of more critical examination at a future period, it has been decided to divide into three parties.

Professor Hind and Mr. Dawson, in two small canoes, proceed by the Roseau River, from the Lake of the Woods to the Red River. Mr. Gladman, with the bulk of the party and baggage, in three

north canoes, takes the usual route down the Rainy River to the Rat Portage at the end of the Lake of the Woods, while I, with one assistant, in a small canoe, examined the northern route, from the Lac la Pluie, down the Rivière des Bois to the Lake of the Woods, joining Mr. Gladman at the Rat Portage. We purpose starting from here in the morning, and hope to reach the Red River Settlements by the end of the month.

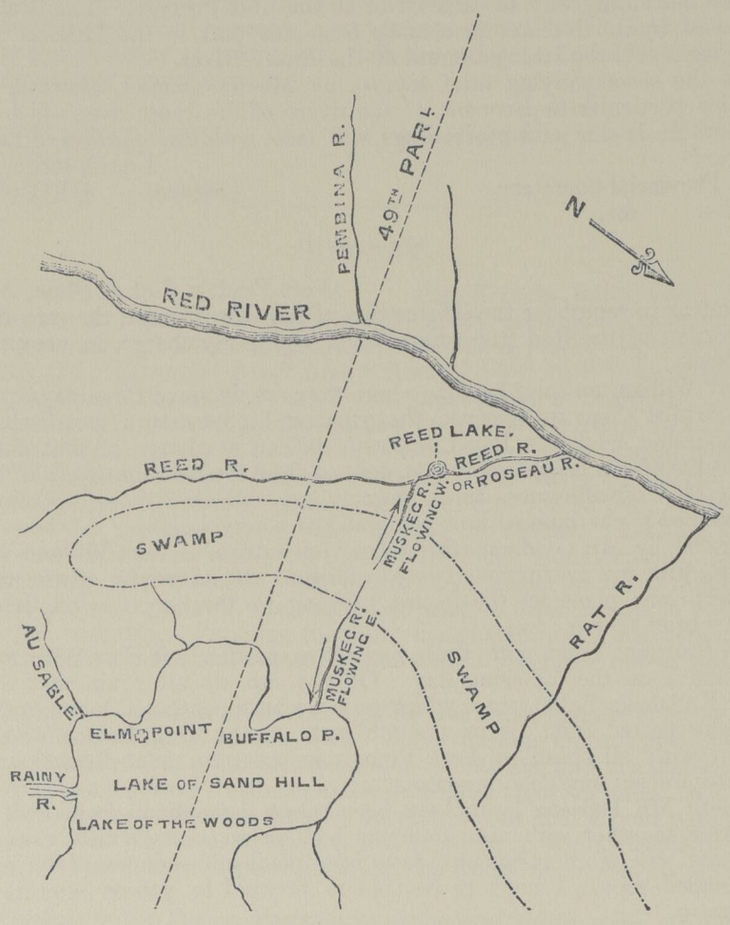
Since our arrival at Fort Francis, we have experienced the greatest assistance and attention from Mr. R. Pether, the Hudson's Bay Company's officer in charge. He has kindly furnished us with guides, and the small canoes necessary for making these separate explorations, besides affording us a deal of valuable information concerning the country through which we have to pass; indeed, from the general good feeling exhibited towards us by all the Company's officers whom we have as yet met, we may reasonably expect similar assistance at other posts, which in this country we feel to be essentially necessary, both for safety and comfort.

We have been exceedingly fortunate in finding the waters in the rivers at an excellent pitch for running the heavy rapids, through all of which we have as yet passed without a single accident, and from all we can ascertain of the remaining portion of our journey, we have every confidence of arriving at our destination with safety, and in good season.

I have, &c.
(Signed) W. E. NAPIER.

Copy of Chart by Indian Guide of the Route proposed to be taken from Lake of the Woods to Red River by Muskeg River (E.) Swamp, and Muskeg River (W.) into Reed River.

Rainy Lake, August 20, 1857. H. Y. HIND.



Sir, Fort Francis, Rainy Lake, August 20, 1857.

I have the honour to inform you that I arrived at Fort Francis, Rainy Lake, in company with the other members of the Red River Expedition, on the evening of August 19th.

The misfortune which happened to the steamer "Collingwood" near Michipicoton Island, and the necessary arrangements for procuring men and canoes at Fort William, delayed our departure from that establishment of the Honourable Hudson's Bay Company until Monday, August 3rd, at 5 p.m. when, in company with two canoes conveying Mr. Dawson and his assistants, I proceeded with my assistant, Mr. I. Fleming, up the Kaministiquia River.

The general plan of observation adopted at starting, and continued up to the present time, has been as follows:—

When in canoe, we took the courses of the rivers and lakes by compass, noting the distance of each turn by time and the speed of the canoe, to serve as the basis of a general geological and topographical

chart of the route; we directed especial attention to all rock exposures on the banks of the rivers and on the shores of the lakes, and where no doubt existed as to their character, appended to each record of such exposure its appropriate designation and position on the chart.

Similar attention was directed to the general character of the vegetation, and the different kinds of trees were enumerated; also, as far as opportunity would permit, the nature of the soil, and the rock on which it reposed.

The temperature of the rivers and lakes was ascertained several times during the day, I have also noted in a daily journal the different kinds of animals seen, and all other incidents or observations which appear to possess any importance or interest.

When crossing the portages or when in camp our attention was directed to the collection of specimens of rock, and in some instances of subsoils; also to the determination of the dip, strike, and mineral characteristic of the rocks; to the collection and preservation of all kinds of vegetable met with; and, when opportunity offered, we ascended some neighbouring hill or eminence, and took general bearings by means of prismatic compass. A minimum thermometer enabled me to keep a record of the minimum temperature during the night.

The canoe assigned to me proved unfortunately to be not only very slow, but in bad travelling condition, requiring constant repair; and no small canoe being attached to the brigade, I have not been able to visit many localities out of the direct line of route, and even had such a canoe been available, it is not probable that much use could have been made of it, as the brigade was compelled, with its heavily ladened components, to push on to our destination with the least possible delay.

The weather has hitherto been very favourable, and the waters of the rivers and lakes, for this season of the year, unusually high.

At Fort William I received, in common I believe with every member of the expedition, great kindness and ready assistance from the gentleman in charge, Mr. M'Intyre.

The health of the people in my canoe has been uniformly good, with the exception of one Ojibway Indian, who acted as bowman; he has not been able to work for four days, and is now in a very weak condition.

The time at my disposal will not permit me to enter upon a description of the country we have traversed, and I am therefore compelled to limit this *ad interim* report to a few general remarks, in relation to past observations and future plans.

The whole of the country from the Portage d'Ecartier, on the Kaministiquia, to the foot of the Rainy Lake shows a constant recurrence of the so-called primary or unfossiliferous rock, comprising granite, gneiss, micaceous, chloritic and stomblendic schists. Below the falls of Rainy River I have this day seen abundance of silurian limestone in detached masses, without, however, meeting with the rocks *in situ*.

The aspect of the country about the extensive and beautiful Lake of the Thousand Islands, and in many other localities on the shores of the larger lakes, bears traces in all directions of having, at a not very remote period, been covered with magnificent forests of white and red pine, and also, in patches with the pitch pine of the voyageurs, a tree which now prevails in its second growth, with aspen and birch. Everywhere, isolated, groves or trees of white and red pine of large dimensions occur, and among the comparative young forest growth are seen scathed or half burnt trunks of large dimensions, remaining as witnesses of vast conflagrations at the different epochs, which have spread over many thousand square miles.

The region about Dog Lake, Lake of the Thousand Islands, Sturgeon Lake, &c. is very interesting and in some respects promising, while the shores about Rainy Lake are by no means inviting.

In relation to my future operations, I beg leave to state that I proceed with the main party to the Lake of the Woods, and then in company with Mr. Dawson, pass up the Muskeg (swamp) River, cross the dividing ridge or swamp, and go down Roseau River, according to an enclosed copy of a rough plan which an Indian from that part of the country drew for me this morning. We shall be compelled to travel as light as possible in two of the smallest sized canoes capable of holding three persons each.

Mr. Dawson will take one canoe, with a guide and an Iroquois Indian. I shall have a similar canoe with the Indian guide who drew the map, and a French Canadian voyageur.

The only difficulty we apprehend is the accidental meeting of a returning war party of the Lac La Pluie Indians, who have been on "the war path" against the Sioux. We trust, however, to the proper interpretations of our reasons for travelling through that part of the country being made to any Indians we may happen to meet by the guide in Mr. Dawson's canoe, who has been kindly permitted to go with us by Mr. Pether, the gentleman in charge of Fort Francis.

This precaution Mr. Pether considered to be necessary, not only on account of the possible treachery of the Indian guide, but because the Lac la Pluie Indians have, it is here stated, prevented the botanist attached to Capt. Pallisser's party from continuing his botanical explorations, and have expressed considerable anxiety and feeling at so large a number of white men coming into their country, for reasons which they profess they cannot understand.

Mr. Fleming will proceed with Mr. Gladman down the Winipeg River to Lake Winipeg and Red River, and will continue to make and record observations similar in character to those in which he has been hitherto engaged.

I propose to return to Toronto by way of Pembina and St. Paul's, as that route will afford much longer time for exploration and inquiry in the Red River country, besides offering opportunities for obtaining information of interest or value.

I have, &c.

To the Hon. the Provincial Secretary, Toronto. (Signed) H. Y. HIND, M. A.

August 21, 1857.

P. S.—Since the foregoing report was written, I have been informed that the guide who was permitted by Mr. Pether to accompany us to Red River by the Muskeg route will not be able to give us the benefit of his services on account of illness; we shall be therefore compelled to rely on the good

faith of the Indian who drew the original of the accompanying plan, but who has already expressed fears that his people will upbraid him for showing us the way through this comparatively unknown country.

H. Y. H.

Sir, Rainy Lake Fall, Fort Francis, August 20, 1857.

I have the honour to report that we are so far on our way to Red River; but as the canoes make but a short delay, there is no time for compiling a detailed statement, or writing a particular description of the country through which we have passed, I must therefore be brief.

After arriving at Fort William it was determined upon that all the parties should proceed by the way of the Kaministiquia, Dog Lake, and the Lake of the Thousand Lakes to Rainy Lake. On the evening of the 3rd instant I started in company with Professor Hind. Next morning Mr. Gladman and Mr. Napier followed, and came up with us on the succeeding day at the Grand Portage; from thence all the parties have travelled in company, Mr. Gladman preceding us by a day's journey in a well-manned canoe to this place, in the hope of being able to engage men to replace the Indians hired at Fort William, none of whom could be induced to accompany us further, on account, as Mr. M'Intyre informed us, of the dread they entertain of the Indians in the direction of Red River. But now that we are here, only two or three Indians can be found, nearly all the tribes being either on their hunting-grounds, or out towards Pembina, on an excursion against the Sioux, with whom they are at feud. The greatest portion of the party Mr. Gladman will take with him, by the usual route, the Winipeg River and Lake to Red River, in three large canoes, manned partly by the Iroquois who are with us, and partly by the young gentlemen assistants who accompany the expedition.

The chief of the geological branch, Professor Hind, and I, are to cross the country from the Lake of the Woods, by way of Reed River; my principal assistant, Mr. Wells, will accompany the party going by the Winipeg River, while Mr. Napier, with some of his staff, proceeds by the Indian route to the north of Rainy Lake; once arrived at Red River, Mr. Gladman is confident of being able to engage men and procure provisions, so that we shall then, I sincerely trust, be in a position to organize proper working parties.

I have made a careful estimate of the distances as we proceeded, and traced the outline of the rivers and lakes, besides which I have obtained Indian charts of the streams near the line of route, and also of some of the rivers falling in on the north shore of Lake Superior, all of which appear to be drawn with great fidelity.

The temperature has been duly registered, but the nature of our progress would not admit of regular barometrical observations; but these, as soon as an opportunity offers, shall be duly attended to.

In taking the levels of the different rapids and falls, where there were portages, Mr. Napier and I, in order that no delay might be occasioned, have acted in concert, going alternately in advance, or where there was much work to be done, commencing at once from either end of the space, over which the levels had to be taken. By this means we avoided delaying the canoes in the least by our operations.

Immediately on arriving at Red River I shall report at length, giving a full description of the country we have traversed. In the meantime I can only endeavour to convey very briefly a general idea of the route.

The Kaministiquia is but a small stream, not so large quite, I should say, as the River Trent, which falls into the Bay of Quinte. For the first ten miles or so it is smooth, and the navigation for canoes unimpeded, there is then a continuous flat rapid to the Grand or Kakabeka Falls, which, however, is not so difficult but that canoes can be poled up with facility. From the Grand Falls upward to Dog Lake the river is exceedingly rough, there being a continuous succession of falls and rapids, with but short intervals of smooth water between them.

From Dog Lake there are nearly forty miles of uninterrupted canoe navigation, by a small stream that winds through a marsh; then occur two little rapids, over one of which a portage has to be made; after which the route lies by a narrow brook, just wide enough for the canoes, which runs from Cold Water Lake, the source of this branch of the St. Lawrence. Across the height of land, taking the Prairie, Savanne, and another little portage together, there is a land carriage of nearly five miles, broken only by two little lakes or ponds. From the Savanne Portage to the Lake of the Thousand Lakes, there is no impediment except from trees that have fallen across the stream. Leaving the lake just named, the route passes by a chain of lakes to the Manackan River, the northern branch of which runs into Rainy Lake, as shown on the plan, a copy of which has been furnished me.

The navigation throughout, although tedious, is not difficult; we ran no dangerous rapid, and as to finding the way, it is well known to all the Indians and voyageurs, and is not by any means intricate.

In regard to its general features, the country is varied. The valley of the lower part of the Kaministiquia is, I should think, well adapted for settlement. On ascending, however, the land becomes very rough and broken, although the hills are of no great elevation. Dog Lake is a large sheet of water, with numerous islands interspersed. The land rises to a considerable elevation round it, but the hills are not steep or in continuous ranges, but swell up gradually as it were in isolated mounds. The prevailing growth of timber, as far as could be perceived, seemed to be poplar, of a large size, and birch; the undergrowth is, however, in some cases of maple, and I dare say, that that description of wood may be found inland, although not in great quantities.

I have not made up my notes so as to be able to give the exact elevation of this lake above Lake Superior, but I may state that the difference of level in round numbers exceeds 700 feet. From Dog Lake upwards the Kaministiquia, or, as it is here called, Dog River, winds through a marsh varying from half a mile to a mile in width; on either side the country is of the same character as at Dog Lake.

At the Prairie Portage, which here forms the dividing raidge between the waters flowing in this direction and those running towards the St. Lawrence, the country appears comparatively level,

covered with a dense growth of pitch pine, spruce, tamarack, white birch, and on the rising ground, poplar. The Savanne Portage is nothing more than an ordinary spruce and tamarack swamp, with about two feet of soft vegetable mould over a stiff bottom of yellow clay. At the Lake of the Thousand Lakes I think there must be good soil. The green woods inland appeared to me like maple, and on the islands and projecting points there is, in some instances, white pine of a large growth. Although the country appears to be considerably elevated, there are, properly speaking, no hills. The land rises gradually from the lake, presenting a smoothly swelling outline against the distant horizon.

The other lakes between the Lake of the Thousand Lakes and this place have the same general character of being dotted with islands, but the country about them is in general more broken than at that lake. In some cases there appeared to be abundance of red and white pine of a good size. As regards the climate or the soil, no correct inference can be drawn, as in other countries, from the growth of wood. From the Grand Lakes on the Kaministiquia to this place, the whole country seems, at no very distant period, to have been overrun by fire. In every direction, in going into the woods, are to be found the charred remains of a former growth, and where an extensive view presents itself, solitary trees or isolated groves of tall white pines stand out from forests of surrounding poplar. There can be no doubt, however, that the climate about the height of land, from the great elevation of the country, must be rather cold. Where we now are, I should say, it was something like the climate of the Ottawa. At the Hon. Hudson's Bay Company's farm at this place the potatoes look luxuriant, and the spring wheat is fast ripening.

Should the route by which we have come, be adopted as the leading highway to the Red River, the communication might be made easy, so far as the source of the Kaministiquia, by making a good road from Thunder Bay to Dog Lake, and throwing a dam sixteen feet in height across the outlet of that lake, which would have the effect of converting the marsh through which Dog River winds into a lake as far as the Prairie Portage at the height of land. Kaministiquia from Dog Lake down, tumbling as it does as far as the Grand Portage over broken rocks and down steep declivities, with its barren and rugged shores, can never be made an available route for traffic. I merely advert to these subject., and shall report more at leisure on reaching Red River. In the meantime I cannot close this letter without mentioning the kind attention and assistance we have met from the officers of the Hudson's Bay Company. But for Mr. M'Intyre, we should have had difficulty in getting men at Fort William. So anxious was he to aid us and forward us on our journey, that he not only used his all-powerful influence with the Indians to induce them to go with us, but actually took his own men from the work they were at, and made them come.

Mr. Pether, the officer in charge of this place, has not been less obliging. He has obtained us guides for the different routes by which we are going, and has otherwise been most civil and attentive.

I have, &c.
(Signed) S. J. DAWSON.

Sir, Public Works, Toronto, November 30, 1857.

With reference to a communication of Mr. G. Gladman, transferred by you to this department, with a list of payments due on account of the Red River Expedition, I am directed to request that you will furnish this office with a statement of the rates of pay respectively to be allowed to the persons employed in that service.

I have, &c.
The Honourable the Provincial Secretary. (Signed) THOMAS A. BEGLY.

The President of theCouncil has the honour to submit the annexed list, marked Schedule (A.), which contains the names of the parties composing the expedition to Red River, as organized in the month of July last, with the rates of pay, which, on consultation with the Commissioner of Public Works and the Commissioner of Crown Lands, were provided for the different members of the party. No formal Minute in the Council sanctioning these rates appears to have been made, and it is respectfully suggested that a Minute in Council should be now passed accordingly, to avoid confusion.

(Signed) P. M. VANKOUGHNET,
Toronto, January 5, 1857. President Council.

On a memorandum dated the 5th instant, from the Hon. the President of the Executive Council, submitting the annexed list marked Schedule (A.), which contains the names of the parties composing the expedition to the Red River, as organized in the month of July last, with the rates of pay which, on consultation with the Commissioners of Public Works and the Commissioner of Crown Lands, were provided for the different members of the party ;

No formal Minute in Council having been made, sanctioning the rates mentioned, the President suggests that a Minute in Council be now passed accordingly to avoid confusion.

The Committee recommend that the rates of pay assigned to each member of the expedition in the accompanying list be sanctioned.

Certified.

(A.)

Names of the Expedition Party, July 23, 1857.

Geo. Gladman . .	Director	Pay, 35*s.* per day.
Henry Gladman . .	Assistant	„ 20*l.* per month.
W. H. E. Napier . .	Engineer	„ 30*s.* per day.
H. H. Killaly . .	Leveller	„ 20*l.* per month.

Ed. Cayley . . } C. De Salaberry . }	Chainmen and General Assistants .	{ Pay 7*s.* 6*d.* per day. „ 7*s.* 6*d.* „
J. Cayley . . .	Assistant Leveller, Rodman, &c. .	„ 7*s.* 6*d.* „
S. J. Dawson . . .	Surveyor	„ 30*s.* „
L. Russell . . .	Chainman	„ 7*s.* 6*d.* „
G. F. Gaudet . . .	Ditto.	„ 7*s.* 6*d.* „
—— Campbell . .	Ditto.	„ 7*s.* 6*d.* „
Professor Hind . .	Geologist	„ 30*s.* „
W. Fleming . . .	Assistant	„ 20*l.* per month.
A. W. Wells . . .	Assistant to Mr. Dawson, appointed by instructions to Mr. Dawson from Crown Land Office . .	„ 20*l.* „
J. Dickenson . . .	Engineer (Volunteer) engaged at the request of Mr. Napier, to accompany the party without pay.	

Remained at Fort William:—

Robert Wigmore . .	Employed to superintend making road, building temporary store, and dwelling at Point de Meuron on Fort William River, four months at 12*l.* 10*s.*	50*l.*
Canoemen engaged at .	. . . . .	5*s.* per day.

Sir, Red River Settlement, September 8, 1857.

My last letter was addressed to you from Rainy Lake. I now beg to acquaint you with the arrival here of myself, Professor Hind, and Mr. Napier, with the greater number of our party, safe and well.

Mr. Dawson was detached at Rainy Lake from our main party, as already advised, with instructions to proceed by the Red River to Fort Garry, making such observation of the route as time and circumstances might permit. Most unfortunately, that gentleman became alarmingly ill, and after ascending the lower part of the stream was obliged to retrace his steps, and, following the course of the main party, arrived at the Mission Station, Islington, on the Winipeg River, where his illness obliged Professor Hind to leave him until the state of his health would permit his removal to this settlement.

I have sent a canoe for him, and hope, by the aid of medical advice and attention, that he will soon be here and able to resume the duties of exploration and survey.

At Fort William, the information I had previously received of the portages on the Pigeon River, being chiefly on the American side of the frontier line, and necessarily so, was confirmed. On arriving at Rainy Lake, however, I made further inquiry on this point, and that information was distinctly corroborated. I then directed my attention to the best means of opening the communication between the Lake of the Woods and this settlement. Meeting with many conflicting statements, I thought our best course would be to explore thoroughly (which has never yet been done) the whole country between the Red River and the Lake of the Woods, and thus determine with certainty how and where the best line of communication could be carried through. I therefore leave instructions with Mr. Napier, to examine during the autumn, winter, and spring the section of country between the Stone Fort and the Rat Portage, as far south as the Rat River; and have assigned to Mr. Dawson the exploration of the other section (south of the Rat River), to the boundary line, between the upper part of the Red River and the Lake of the Woods. I look upon this as a very important part of the survey, inasmuch as the communication by the Winipeg River may be considered of no practical utility. The boat navigation of that river is exceedingly broken and interrupted by heavy falls and rapids, as well as being very circuitous, thus increasing the distance also very greatly. I therefore think it will be quite unnecessary to occupy our time any further in explorations or measurements of that route.

I have made every arrangement in my power for the support and comfort of the parties whom I shall leave here. They have an ample field of employment, and I have no doubt they will acquit themselves with the same zeal and energy which they have hitherto displayed.

In the month of June next they will extend their survey to Rainy Lake, and it will be necessary to have supplies sent to meet them at that point, as soon as the opening of navigation in spring will admit of their being sent forward. On this point I shall have plans to submit when I arrive at Toronto.

Mr. Hind purposes remaining at the settlement until the first week of October, when he will leave for St. Paul's, accompanied by three other gentlemen of our expedition party. There will then be left for the winter, Mr. Dawson, with his assistants, Messrs. Wells, Gaudet, and Russell; and Mr. Napier and his assistants, Messrs. Killaly, De Salaberry, and Campbell. I shall be prepared to set out on my return to Canada on the 11th, and hope to arrive at Toronto on the 15th or 20th October.

The reports of my colleagues in this expedition cannot be got ready during the short period of my stay here. They will consequently be transmitted by Professor Hind.

I beg leave to advise having drawn, on account of the expedition, for twenty pounds currency, favour of John Rowand, Esq., being to cover the expenses of Mr. John Cayley from Red River to St. Paul's, which draft will, I hope, be duly accepted and paid.

The arrangements for the wintering of my party necessarily occupy a large portion of my time, therefore I defer my report on the route until I shall reach Toronto.

I have, &c.

To the Honourable (Signed) GEORGE GLADMAN
The Provincial Secretary, Toronto.

Sir, Islington Mission, Winipeg River, August 30, 1857.

The circumstances which have led to the opportunity now afforded me of informing you of the result of an attempt to penetrate from Lake of the Woods to Red River by way of Muskeg River, as intimated in my last report, will be best explained by a brief narrative of proceedings since our departure from Fort Francis.

It will, perhaps, be sufficient to state meanwhile that I am detained at this mission by the illness of Mr. Dawson, who is prostrated by a very severe attack of remittent fever, and I am much pained to say that if no favourable change takes place within the next twenty-four hours, I find difficulty in suppressing a fear that the most distressing results may be anticipated. Under any circumstances, he will probably not be able to regain his usual health and strength for some weeks. As I do not intend to take any decisive step until to-morrow, for reasons which will appear in the course of this narrative, I beg leave to occupy the time which is thus painfully placed at my disposal in penning this report.

On Saturday, August 22nd, I started from Fort Francis at noon, in company with Mr. Dawson, from Muskeg River, Lake of the Woods. We were provided with two small canoes fit for transportation through the swamp which separates the water-shed of Red River from that of the western shores of the Lake of the Woods. In Mr. Dawson's canoe were a French Canadian (François) and an Iroquois (Pierre). In my canoe an Indian guide from Garden Island, Lake of the Woods, and Lambert, a French Canadian, who acted as interpreter. We were furnished with provisions to last for ten days, one change of clothing, a small tent, and a pair of blankets each.

Rainy River.

The valley of Rainy River afforded a very delightful contrast to the barren shores of Rainy Lake, and for a distance of sixty miles offered the utmost luxuriance of vegetation and all the aspects of a most promising field for future settlement. I made numerous inquiries of the Indian guide during our journey respecting the breadth of the valley, and the answers received, coupled with the statements of Mr. Pether, the gentleman in charge of Fort Francis, and my own and Mr. Dawson's observations, have enabled me to form a definite idea of its geology, and to furnish a tolerably accurate view of its extent and capabilities.

On the north, or British side, the valley of Rainy River is of variable breadth ; behind Fort Francis it is bounded by a swamp, distant from the fort about half a mile. This swamp soon retires from the river, until it is distant half a day's journey from it, or from twelve to fifteen miles. Near the Lake ofthe Woods it again approaches the river, and about twelve miles from its mouth the valley is three hours' journey in breadth, which may be represented by from seven to nine miles.

The Indian guide said that the valley on the United States side was similar in many respects to the northern half. He described it as also bounded by a swamp, with several ranges of low hills crossing it at nearly right angles, two of which occur at the rapids on the river, and others approach and terminate at the south bank, the river gently sweeping round them.

Confining my observations almost exclusively to the British side, the description which follows refers solely to the valley on the northern bank.

The river flows upon an alluvial bed partly of its own formation, the materials being derived probably in great part from the cutting away of the drift clay and sand which constitutes the higher of two plateaux by which its boundary is now defined. The first or lowest plateaux is generally from twelve to fifteen feet above the present water level; it frequently terminates on the river in abrupt low clay bluffs, capped with loam and sand or rich alluvial deposits.

Behind the lowest plateau, and often almost imperceptibly rising from it, a second plateau occurs, elevated above the first from fifteen to thirty feet; occasionally both plateaux come upon the river together in one bold bluff, often forty feet in altitude, and again the lower plateau is sometimes found to occupy the bank without the higher one in the rear, being visible from a canoe.

The separation of these plateaux is a very important item in the description of the topography and general characteristics of Rainy River.

Where the lower plateau is alone visible, the vegetation it sustains is often characteristic of a poor and sandy soil. Red pines, some of them of fair dimensions, red cedar, and small poplars occupy it; and if any passer-by were to draw an inference from the prevailing timber which in such situations meets the eye, he would at once form the opinion that the land was comparatively worthless. But let him cross the lower plateau until he reaches at a distance of 200 yards, or perhaps a quarter or half a mile, the higher plateau, and the magnificent growth of poplar, balm of gilead, with elm and basswood, would quickly reverse such judgments. As far as I penetrated in different places back from the river, the soil of the higher plateau was of admirable quality, and supported a heavy growth of timber. The clay upon which it rested was often exposed by the steep banks of numerous sluggish streams, which cut the plateau to nearly the level of Rainy River, and evidently form channels by which the swamps in the rear are drained.

I often observed what I considered to be drift clay, when high bluffs, formed by the union of the two plateaux, came upon the river. The accompanying section* will perhaps serve to show the relation of several parts of the valley of Rainy River to one another. Vide p. 25.

The following extracts from my journal will convey a more correct impression of the country than a brief description. Numerous items of interest, however, are necessarily omitted here, which will appear in the general report to be furnished when I return to Toronto.

Extracts from Journal.

August 22nd. . . . . Dined about twelve miles below Fort Francis, on a high bank destitute of trees, which had probably been destroyed long ago by the Indians or by fire. The ground is covered by the richest profusion of rose bushes, woodbine, convolvulus in bloom, Jerusalem artichoke just beginning to flower, and vetches of the largest dimensions.

Fringing this open interval, of perhaps 280 acres in extent, were elms, balm of gilead, ash, and oak. One elm tree measured three feet in diameter, or nine feet eight inches in circumference, and there is

no exaggeration in saying that our temporary camping place is like a rich, overgrown, and neglected garden.

The golden rod is showing its rich hue in all directions, and gives a distinct yellow tint to an open grassy area on the opposite side of the river, at the mouth of Red Lake River.

Similar intervals to the one on which we are now encamped have been noticed occasionally, and hitherto the banks have maintained an average altitude of about forty feet, bearing a fine growth of the trees before named. No part of the country through which we have passed from Lake Superior westward can bear comparison with the rich banks of Rainy River thus far. The river has preserved a very uniform breadth, varying only from 200 to 300 yards. The soil is a sandy loam at the surface, much mixed with the vegetable matter.

Occasionally where the bank has recently fallen away, the clay is seen stratified in layers about two inches in thickness, following in all respects the contour of what seems to be unstratified drift clay below.

Basswood is not uncommon, and sturdy oaks, whose trunks are from eighteen inches to two feet in diameter, are seen in open groves, with luxuriant grasses and climbing plants growing beneath them. The lodge-poles of an Indian camp of former seasons are covered with convolvulus in bloom, and the honeysuckle is twining its long and tenacious stems around the nearest support living or dead. . . . The banks of the river maintain for twenty miles (the distance we have now come) an altitude varying from fifteen to sixty feet. Occasionally the banks show abrupt boundaries of the plateaux, the lower boundary having the form of a sloping bank or an abrupt cliff of from fifteen to thirty feet in altitude on the river, the upper plateau rising gradually or abruptly from fifteen to twenty feet higher, according to its position with reference to the river.

There is every appearance, in places, of fire having destroyed a former larger growth of trees than those which occupy now these areas.

. . . . The extraordinary height of the water at this season of the year is seen by the lodge-poles of former Indian encampments at the foot of the bank being under water to a depth of one and even two feet! The river does not appear to rise high in the spring, as the trees fringing the banks to the water's edge show no action of ice.

Mr. Pether states that the river never freezes between the Falls at Fort St. Francis and the Big Fork, a distance of twelve miles, or between Rainy Lake and the Falls, a distance of three miles. The difference between the highest and the lowest water levels may be seven feet, and no records of recent higher levels meet the eye. . . . . .

August 23rd. . . . . Reached the rapid of Rainy River* at a quarter past six, a.m. They let us down about two and a half or three feet, and appeared to be caused by a belt of rock crossing the river at right angles to its course.

On the American side the hill range has an altitude of about eighty feet, on the Canadian side it is much lower, and appears to subside in gentle undulations. High clay banks are exposed above and below the rapids. I was much surprised at the number of birds of different kinds, chirruping and singing in the light and warmth of a bright morning sun. I heard more birds in ten minutes there than during the whole journey from Kakabeka Falls, on the Kaministiquia. . . . . .

At the second rapids, an extensive area, destitute of trees, offers a very beautiful prairie appearance. Here we landed to examine two immense mounds, which appeared to be tumuli. We forced our way to them through a dense growth of grasses, nettles, and Jerusalem artichokes, twisted together by wild convolvulus. On our way to the mounds we passed through a neglected Indian garden, and near it we observed the lodge polls of an extensive encampment.

The garden was partially fenced, and contained a path of Jerusalem artichokes six and seven feet high in the stalk, and just beginning to show their flowers.

The wild oat here attained an astonishing size, and all the vegetation exhibited the utmost luxuriance. The mound ascended was about forty feet high, and 100 broad at the base: it was composed of a rich black sandy loam, containing a large quantity of vegetable matter. On digging a foot deep, no change in the character of the soil was observable. The Indian guide called them underground houses. . . . . About 300 yards below the second rapids, twenty-three skeletons of Indian lodges are seen, all clothed with the wild convolvulus, and now serving as records of the love of change which seem to form a characteristic in the habits of this barbarous race who possess, without appreciating or enjoying, the riches of this beautiful and most fertile valley.

Limestone fragments and boulders, more or less water-worn, with pebbles of the same rock, are found everywhere on the beach at the foot of the clay or loamy banks. . . . . .

When we landed for dinner to-day, I strolled about half-a-mile back from the river, and Mr. Dawson went about half a mile further. We found the vegetation improving vast as we receded from the river. Aspens of very large dimensions, balm of gilead, basswood, birch, and oak, with some elm, formed the forest. The land rose very gradually, and on inquiring from the Indian how far back the good land stretched before coming to the swamp, he said that here the valley was broadest, and it would take us half a day to reach the swamps, journeying the whole time through land similiar to that around us, but with larger trees.

The singular topographical knowledge acquired by these Indians, and (as far as we have yet been able to ascertain,) the accuracy and fidelity with which they communicate it, assures us of the Indian's statement; we shall have opportunities of testing his knowledge of these matters soon, which must not be overlooked. . . . . .

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* Two in number; are capable of being ascended by a small steamer of good power without difficulty, and cannot be considered as presenting an obstacle to the navigation of this important stream as long as the water maintains its present altitude, which is about three feet higher than is usual at this season of the year, but often exceeded in spring. Mr. Dawson informs me that two locks of ten feet lift, with one guard lock, would overcome the falls at the mouth of the river, and thus form a splendid water communication between the head of Rainy Lake and the foot of the Lake of the Woods, a distance of about one hundred and eighty miles (180).

The remaining portion of Rainy River exhibited features similar to those already described in foregoing extracts from my journal. There are numerous items of interest relating to the geology, topography, soil, and Indians, which I have not thought proper to introduce in this brief sketch, as they will form part of my general report.

Mr. Pether, of Fort Francis, informed me that the swamps in the rear of Rainy River valley, consists of a peaty accumulation, through which a pole may be thrust in places to a depth of thirty feet without finding bottom.

The guide stated that the swamp supported no large trees, but a thick growth of low bushes.

As we approached the Lake of the Woods, the river increased in breadth, and at each bend a third low plateau was in process of formation, often two or three hundred acres in arear, and elevated above the present high-water level from one to three feet. Coarse grasses grow in abundance upon many of the rich outline alluvial deposits, and it appears very probable that in ordinary seasons they would furnish some thousand acres of rich pasture land, as the grasses are like those which, on the Kaministiquia, the settlers cut for their winter supply of fodder for cattle. Near the mouth of the river the tall tops of a few red and white pines rise far above the aspens occupying the lower plateau, and a vast reedy expanse, probably in ordinary seasons available for grazing purposes, marks the junction of Rainy River with the Lake of the Woods.

Omitting for the present the enumeration of some interesting phenomena observed and recorded in our traverse of the Lake of the Woods direct to Garden Island, near the western coast, I must be content with mentioning that on the evening of August 24th we camped near a well-cultivated field of Indian corn, and a rapid exploration of the island revealed to us a large potato patch, and a small area devoted to squashes and pumpkins of different kinds.

We ascertained that the island had been cultivated by the Lake of the Woods Saulteux Indians for generations. Mr. Dawson and the Iroquois, Pierre, both complained for the first time that evening of being unwell.

Our camp fire evidently soon attracted the attention of a number of Indians, who were then living on a neighbouring island about four miles from us, for at midnight we were aroused by the sudden appearance at the door of the tent of two of these people, and in half an hour twenty or more had arrived. In the morning we answered their inquiries, and were requested to visit their chief, who remained with his tribe on the island already referred to. Declining their invitation, as we were anxious to hasten to the mouth of the Muskeg River, they told us they would send for their chief, who would arrive as soon as the wind fell. We made the necessary preparations for a long council, and about noon the chief's son, who was amongst the first arrivals on the evening previous, announced that the canoes were coming.

We counted thirteen canoes, and found that they contained in all fifty-three men and boys, there being seven of the latter; the others were the chief and warriors of the tribe. A portion of them had just returned from an expedition against the Sioux, and were decorated or disfigured, according to taste, with whatever advantages paint, feathers, and ornaments could confer. As the object of their visit was to ascertain the reasons why we wished to pass through this part of their country, and as some excitement had been occasioned among them by Captain Pallisser's party, briefly referred to in my former report, I considered it necessary to note with care the conversation which ensued, and previously arranged with Mr. Dawson what our line of conduct should be, in anticipation of not improbable difficulties.

The following conversation then took place, Lambert acting as interpreter, receiving the necessary questions and replies from Mr. Dawson and myself:—

Chief.—Tell them, all these they see around me are my own tribe. It is our custom to smoke before talking. We shall follow the practice of our fathers.

About half an hour was devoted to the distribution of tobacco, the filling of pipes, and the smoke, after which the chief resumed.

Chief.—We do not think you will start to-day, we wish to know what you are doing in our country. (To the interpreter.) What are these men, are they ministers, or surveyors, or what are they?

Reply.—We are instructed by our chief to journey to Red River, and have been told to take this route.

Chief.—We have heard that you have been gathering flowers. What does that mean?

Reply.—To amuse ourselves when on the portages or in camp; we have gathered your flowers because some of them we have never seen before.

Chief.—The white man looks at our flowers and trees, and takes away the Indian's land. Did these men see nothing near the fort on Rainy River?

Reply.—They saw nothing extraordinary.

Chief.—Did they not see a grave near the fort? A single grave; a chief's grave. All these people here are descendants of that chief; and they do not know for what purpose you have been sent here, or why you pass through this part of our country.

Reply.—We are merely travelling through the country, by the shortest route to Red River: we have said so before.

Chief.—We ask this, because there are braves here who have not heard this reason for visiting our country, and we have asked it again that all may hear and know it. All around belong to one tribe and are one people; we are poor, but we have hearts, and do not wish to part with our country.

Reply.—Our Government have no intention of taking your country, and have no wish to interfere with your property in any way; we are anxious to be on friendly terms with you.

Chief.—Some people are gone down the Great River from the Rat Portage two or three days ago, why did you not go with them?

Reply.—We were ordered to go this way to Red River; and as your young men obey your orders, so do we those of our chief.

A Brave.—Why did their chief send them by this route?

Reply.—Our Government gave orders to our chief, and he told us to go by this route to Red River; they thought it was the shortest way; we are not traders, but messengers.

A Brave.—Why did you not go with your chief?

Reply.—Our chief sent us, and waits for us at Red River. He will return by the Rat Portage, and give every explanation to you; he will return in three weeks.

Chief.—We think you want to do something with these paths, and that is the reason why you have been sent.

Reply.—We have been sent by this route, because it is the shortest, and we have to obey our instructions.

Chief.—We hear there is one who is gone by the back lakes (Mr. Napier), the worst path he could have taken; why did he go?

Reply.—He was sent, and therefore compelled to go.

Chief.—It would be thought very hard by our young men, and must be thought hard by you, to be sent on a journey for purposes which you are not allowed to know.

Reply.—Our Government has business at Red River, and has sent us as messengers by this route. Our chief will soon come back, and give you all the information you seek.

A Brave.—Why did that man send his people through our country without asking our leave?

Reply.—He was greatly hurried, and heard that you were scattered, some on the "war path," others fishing, and others gone to the rice grounds. He did not think there was any chance of finding your chiefs.

Chief.—All these paths through which you wish to go are difficult and bad. They are of no use at all, and we cannot let our people work for white people, or go with you.

Reply.—We do not expect them to go for nothing; we cannot go alone at present, and must rely upon your assistance.

Chief.—I do not know what good it will do us to show you that road.

Reply.—It will do you no harm, and as strangers we cannot go alone.

Chief.—The man who sent you, did he think he sent you through his own country?

Reply.—On our road we met a traveller who had just passed through the lake, he was an officer of the company, and he told us you could not now be found, as you were either on the war path or fishing; he said that we might see you at Fort Francis, but you had left some days before we arrived here.

Chief.—I don't think you will be able to pass by that way, the path is bad. What did the guide receive from you at Fort Francis? he must give all back, we cannot let our young men go with you to show the path. Your head man has no right or claim to the road, and you must pass by the old way.—If you will go, we shall not interfere; but you will go alone, and find the way for yourselves. Recollect, I have said the path is bad.

Reply.—We ask you now to send us one of your young men to show us the road; we shall pay him well, and send back presents to you: what do you ask?

Chief.—It is hard to deny your request; but we see how the Indians are treated far away. The white man comes, looks at their flowers, their trees and their rivers; others soon follow him: the lands of the Indians pass from their hands, and they have a home nowhere. You must go by the way the white man has hitherto gone. I have told you all.

Reply.—What reason can we offer to those who have sent us for your having refused to allow us to travel through your land?

Chief.—The reason why we stop you is because we think you do not tell us why you want to go that way, and what you want to do with those paths. You say that all the white men we have seen belong to one party, and yet they go by three different roads, why is that? Do they want to see the Indian's land? Remember, if the white man comes to the Indian's house, he must walk through the door, and not steal in by the window. That way, the old road, is the door, and by that way you must go. You gathered corn in our gardens and put it away: did you never see corn before? why did you not note it down in your book? did your people want to see our corn? would they not be satisfied with your noting it down? You cannot pass through those paths. (Cries of No! No! (Ka-ween! Ka-ween!) from all.)

Reply.—We paid you for your corn in tobacco; we tell you now that we are anxious to go by that Muskeg road to Red River, because we have learned that the path is travelled by the Americans (Long Knives); we want to see if it be true, if they come through this country, and what these white men are doing. Remember, we are your friends, and we shall be glad to be always friendly with you.

Chief.—Why did you not say that at first; we know you had good reason for going through those bad paths?

Reply.—We spoke without authority; we have told you our own opinion, but we were not told to tell you this.

Chief.—A pity you did not say that at first. A pity you did not say that at first (repeated). (After some consultation with other chiefs, he continued), We thought there was something, but our own word to-day is spoken and we cannot change it. All say this, and the council is at an end.

The chief then said to the interpreter, "Let not these men think bad of us for taking away their "guides; let them send us no presents, we do not want them. They have no right to pass that way. "We have hearts, and love our lives and our country. If twenty men came we would not let them "pass to-day. We do not want the white man; when the white man comes he brings disease and "sickness, and our people perish. We do not wish to die; many white men would bring death to us, "and our people would pass away; we wish to love and hold the land God has given to us and our "fathers won. Tell these men this, and the talk is finished."

A hasty consultation with Mr. Dawson as to what we should do in this dilemma was abruptly closed by being informed that the Iroquis Pierre was very ill, and at the back of the tent. Without his paddle, without guide, and Mr. Dawson feeling much worse than on the evening previous, we determined at once not to attempt to cross the swamp at the height of land alone, and decided to go to Red River by the Rat Portage.

We told this to the chief and asked for assistance to take the canoe to Red River.

He pointed out two young men, who received orders to take us down the Winipeg. One was to return from Rat Portage, the other to go on to Red River. We then told the chief that we should send him some presents from Red River, at which he expressed satisfaction, and at our request he

suggested tea and tobacco. We told him we should soon come again, and by these paths, and hoped that we should then have no difficulty in procuring guides. An old man, not a chief, said, another day it may be different; we have spoken to-day and cannot alter a word.

It remains for me now to say, that on the next morning both Mr. Dawson and the Iroquois were very ill, and lay quite helpless in their canoe. I gave the only medicine accessible, and Mr. Dawson found much relief from mustard emetics. At Rat Portage no medicine could be obtained, and Mr. McKenzie, the gentleman in charge, was absent. We remained for an hour, and then hurried on to the Mission, where we hoped to overtake Mr. Gladman or Mr. Napier, who were well supplied with the necessary medicines. I beg leave to extract the following note from my journal, which will best explain the difficulties of our position.

Extracts from Journal.

Wednesday, August 26. Camped on an island about six miles from Garden Island. Pierre complained of much pain: "My meat (flesh) all bad, all great pain." Terrific thunderstorm during the night. Mr. Dawson passed a sleepless night. In the morning, when seven miles from our camp, saw numerous lodges. Our guide informed us that the tribe accompanying them were more than twice greater in number than those we had seen yesterday. Entered at noon a labyrinth of islands. Mr. Dawson commenced vomiting, and we stopped to take dinner. Gave mustard emetic; it relieved him, and felt better.

Mr. Dawson and Pierre are lying at the bottom of the canoe, wrapped in blankets, Francois and an Indian paddling. . . .

Thursday, 27. Mr. Dawson passed a sleepless night in a high fever, with frequent vomiting of bilious matter; mustard emetic gave him much relief for a time. Pierre as before, but weaker. . . Our route lay through innumerable islands not marked in any chart in our possession. The invalid still in the same condition. Reached Rat Portage at half-past twelve noon. Finding no medicine or proper food, and hearing that the other canoes started at seven a.m. this morning, and Mr. McKenzie being absent, we set out from Rat Portage at half-past one, p.m.

The Indian guide took us by a short cut which he said was half a day shorter than the Winipeg route. Heavy thunderstorm with hail at half-past two. Mr. Dawson was wet through, with all his bedding soaked; camped to dry his clothes. Both invalids worse, and growing weaker. Neither of them has taken food which remains for a minute on the stomach since we left Garden Island. . . August 28. Arrived at the mission at half-past nine, p.m. Were received with the greatest kindness by the Rev. Mr. McDonald, the missionary of Islington; gave Mr. Dawson calomel.

Saturday. Another sleepless night. Proposed in the morning to start alone with one light canoe, and endeavour to catch those of the main party before us, who had set out from the mission at noon yesterday.

Mr. McDonald thought there was no doubt but I should catch them before they reached Fort Alexander, procure proper medicine, assistance, and food, and return in three or four days.

Mr. Dawson, however, being very ill indeed, urged upon me to stay with him, and I yielded, contrary, as I told him, to my own judgment; but I feared, with Mr. McDonald, that my leaving him, even for three or four days, would seriously increase his illness, and perhaps endanger his life.

Monday morning, August 31st. Lambert told me early this morning that Pierre's body was covered with purple blotches or blisters. Mr. Dawson, who heard the communication, was evidently troubled.

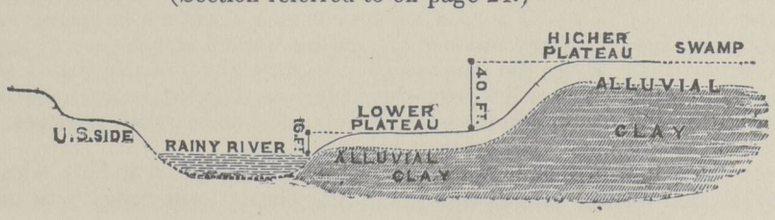
Gave Pierre a strong dose of salts, no other medicine which we thought appropriate being available. In the afternoon Mr. Dawson showed symptoms of delirium; at night gave five grains calomel, fifteen grains jalap; during the night delirium increased, and at 3 a.m. Monday he was quite delirious, asking repeatedly about the mission, the Winipeg, what time we would be all ready to start, &c. &c. At four he slept soundly, and woke at seven quite calm and collected. . . . . We decided then that it would be better for me to start at once for assistance, and dictated the letters —a copy of which I beg to enclose, to Mr. Gladman, and Mr. Wells, his first assistant. I now finish this narrative to make preparations for an immediate start. I may perhaps mention, that I have just asked Mr. Dawson why he objected to my leaving him on Saturday to obtain assistance. He replied, that he did not expect to live. . . . . It would ill become me to conclude without expressing in the warmest manner our deep sense of obligation to the Rev. Mr. McDonald. The haste with which I am necessarily compelled to draw this imperfect narrative to a close, does not allow me to enumerate here the acts of attention, kindness, and Christian sympathy which that gentleman has showered upon us; we feel indeed that under these very painful circumstances, he has nobly, both to the letter and the spirit, worked out to the utmost of human power the profession of his faith: and had it not been for his exertions and the means at his disposal, it might, humanly speaking, have been my painful duty to have recorded a different close to these brief but serious troubles, in the midst of a barren and desolate waste. I am happy to say too, that Pierre is better, the spots have all subsided, and he is now moving about. When I arrive at Fort Alexander or Red River, I shall hasten to submit further intelligence.

I have, &c.

(Signed) HENRY YOULE HIND,

To the Hon. the Provincial Secretary. Geologist, Red River Expedition.

(Section referred to on page 21.)



Sir, Fort Garry, Red River, Tuesday, September 8, 1858.

I have the honour to enclose a copy of a letter which I have just sent to the Rev. Mr. McDonald, of Islington Mission, Winipeg River. From it I trust you will learn the nature of the steps I have taken to assist in sending relief to Mr. Dawson, and that they will, so far as they go, meet with your approval; I feel conscious that no further efforts on my part, under present circumstances, would have enabled me to extend or increase them. In reviewing report No. 2, which I wrote at Islington Mission, I find it conveys a very inadequate idea of the importance of the valley of Rainy River, and that I have not been able to introduce some very interesting facts respecting the islands and coast of the west side of the Lake of the Woods, a region quite out of the ordinary canoe track, and but little known as far as I can ascertain from inquiry here. I have taken copious notes during the whole trip, since leaving Fort Francis, and shall have great pleasure in communicating what I think will be information of some value, at my earliest leisure moment.

From what I have seen of the Red River settlements there is a vast field for inquiry open here, and of a character so surprising and encouraging, and so much opposed to the impressions which generally prevail respecting this country, that I shall have great difficulty in securing all the information I require during the short month which now remains at my disposal. Each succeeding hour's experience shows the necessity of relying upon personal observation alone in all that relates to the physical aspect of the country and its immense capabilities.

Permit me to offer one illustration. I was informed that here and there, a mile back from the River, swamps oppose the progress of settlement into the Prairie, and that there was an insuperable objection to their being drained on account of the enormous gullies which a single spring flood would cut from the swamp, through the soft rich prairie soil and its subjacent marl and clay. Along the course of the little ditch first dug, I saw some of these gullies originating from a ditch two feet deep; they were thirty feet deep, and perhaps a hundred feet across. But while they effectually drain the swamps and create admirable pasture fields, they involve the necessity of the construction of bridges to cross them. These items of expense the settlement cannot afford to pay, and no other funds are available but those derived from the inhabitants. Hence in order to avoid building a few cheap wooden bridges, the swamps remain undrained, the pasture limited and exhausted by constant cropping, and the boundaries of the settlement confined.

On Thursday, I propose to go across the Prairie to the Prairie Portage, on the Assinniboine, a distance of seventy miles; where, I am told, but I receive the information with doubt, that I shall find the extremity of an outlying patch of the great lignite bed of the Saskatchawan. This excursion may take five days, and offers many facilities of seeing the Prairie country. I propose then to proceed up the Rat River to the boundaries of the limestone, and afterwards up Red River to the boundaries there of the same formation, these being the main points of geological interest which are at this late season of the year accessible. About the 5th of October I hope to be able to start by way of Pembina to St. Paul's, and by slow travelling acquire materials for a sketch of the country through which we shall pass.

I have, &c.
(Signed) HENRY YOULE HIND.

To the Hon. the Provinicial Secretary.

My dear Sir, Fort Garry, Tuesday, September 8, 1858.

Notwithstanding a head wind on the Winipeg Lake which delayed us several hours, we managed to reach the Lower or Stone Fort, at 6 p.m., on Saturday last. On enquiring I found that the canoes had started for Fort Garry at about 11 o'clock, four in number. I therefore immediately proccured a horse and hastened on to the Upper Fort, arriving there at half-past nine in the evening: and having seen Mr. Wells, I learned that Mr. Gladman was visiting his relations at some distance from our camp, about five miles as he supposed. Nothing could be done that night, but early in the morning Mr. Wells procured a horse and went to see Mr. Gladman, who after hearing the statement of the case, decided that nothing could be done that day (Sunday), and promised to be in the camp early the next morning. He arrived at half-past ten on Monday but although every effort was made by many attached to the expedition to see him, he could not be found until two p.m. All items necessary to send to you and Mr. Dawson had long been ready, but for reasons which I am not prepared to explain, no canoe was dispatched last night, although I did not fail to urge the necessities of the case, and was repeatedly seconded in this endeavour by Messrs. Napier, Wells, Gaudet, and others. This morning there is a prospect of the canoe being despatched. I have seen Archdeacon Cochrane, and he kindly undertook to deliver the letters with which you favoured me to their several destinations.

Your Indian boy, who acted as guide, has expressed a wish to remain here until you arrive, but I have insisted upon his returning with the canoe according to your express desire. Mr. Gladman is to give him a complete suit of clothes for the winter for his services, and I shall leave a little present which you will please give him at your discretion when you come to Fort Garry.

I hope that Mr. Dawson is now fast recovering, and I cannot but feel and express the deepest regret that so much unnecessary trouble should have occurred here in despatching a canoe. I feel persuaded that there did not exist a single satisfactory reason for not despatching a canoe on such an errand on Sunday morning. Even if a crew among our men could not be found we should not have had the least difficulty in getting any number of men we wanted at the door of the Roman Catholic church after mass; as it is possible the canoe may soon start it is probable that I shall not have time to write to Mr. Dawson, but if you will kindly show him this hurried letter, he will see that I have done the utmost in my power to obtain for him the assistance he so much requires. The men in the canoe worked very well, and often rose an hour before daylight.

I almost forgot to say that neither men nor a canoe were to be found at Fort Alexander. Through the kindness of the Chief Justice of Rupert's Land, Mr. Gaudet will bring with him numerous little

things for Mr. Dawson, which he will find very acceptable. I hope I shall see you again before I leave the settlement.

Meanwhile accept my warmest thanks for your kindness and sympathy.

And believe me, &c.

The Rev. Robert McDonald, Islington Mission, Winipeg River, Rupert's Land. (Signed) HY. HIND.

Sir, Islington Mission, August 31, 1857.

Professor Hind will explain our reasons for coming this way. The Professor has promised to send a canoe from Fort Alexander, but should he fail in being able to do so, I trust you will lose no time in sending a canoe for me.

I have, &c.

G. Gladman, Esq. (Signed) S. J. DAWSON.

My dear Wells, Islington Mission, August 31, 1857.

The Professor will explain all our journeyings to you since we parted. I am very low and very weak, and it may possibly be a fortnight before I am able to do anything. Urge Mr. Gladman, if Mr. Hind does not succeed in finding men at Fort Alexander, to lose no time in sending a canoe for me. I have had a very narrow escape indeed. Send such things as Mr. Hind will name, such as rice and sugar, and if you can procure it, a bottle of Port wine, to put in the sago. Survey Reed River as far up as you can. It would be better to do this first, and also the streams running in from that direction. Consult Mr. Gladman about it.

Yours, &c.

Mr. Wells. (Signed) S. J. DAWSON.

Sir, Fort Garry, September 9, 1857.

Availing myself of the opportunity of Mr. John Cayley's departure to-morrow for Canada, by way of St. Paul, I have deemed it advisable to inform the Government of the safe arrival of my party at Fort Garry on the 5th instant, in company with Mr. Dawson's party under Mr. Wells. As we are still under canvass, and unlikely to get settled for some days to come, I shall not be able to forward the plans, &c. of the routes I have examined as soon as I had anticipated, but I hope to send them by Professor Hind, who purposes leaving for Canada by the 6th.

I can, therefore give only a short account of my proceedings from the date of my last letter from Fort Francis, together with a general description of the route. In consequence of my canoe men being discharged at Fort Francis, being engaged only thus far, great difficulty was found in procuring another crew for the remainder of the journey. However, by the 22nd a crew of four men was made up, and I then started my canoe with my assistant and baggage down the Rainy River, the usual route. Immediately afterwards I left in a small canoe with Mr. Gaudet and two men, taking another route, returning to Rainy Lake, and then by series of small lakes and creeks reached the N.E. extremity of the Lake of the Woods, and having passed through countless channels caused by the numerous islands in this part of the lake, I arrived at the Rat Portage on the evening of the 26th, when I met my assistant and Mr. Wells' party who had arrived there that morning. This route is only preferable to that by Rainy River in winter, as it is shorter. I shall, however, forward a plan and detailed account of it hereafter. My assistant, describes Rainy River as a fine large stream of an average width of seven chains, and depth six feet. There are no portages in it, and but three small rapids which are easily run; it is very straight throughout its entire length, and the current, when he passed down, never exceeded in any part except at the rapids, which are very short, the rate of two miles an hour. About ten miles from the Fort Francis a large tributary joins the Rainy River from the east, and five miles further on another large river flows in from the same direction. The land is from ten to fifteen feet above the water, and in several places seems to be very good, elms and oak appearing here and there. The passage across the Lake of the Woods was happily made by them without much difficulty, the weather fortunately being favourable, but it is generally considered dangerous, as some of the traverses are rather long, and sudden storms are frequent, which renders the passage of them rather hazardous. Mr. Gladman arrived at the Rat Portage the day before us, and staying there a few hours again left us behind. I had great difficulty in procuring here a guide and another man absolutely necessary for safely descending Winipeg River, where the rapids are so numerous and dangerous, those men I got at Fort Francis not knowing the river sufficiently well. At Islington Mission it was considered necessary to procure another canoe, as mine and Mr. Dawson's were considerably overloaded. The Rev. Mr. McDonald kindly lent us one, into which some of the baggage and two of the party were put with a crew of four men. The advantage of this arrangement was seen shortly when we had to cross numerous portages and descend several rapids, most of them exceedingly dangerous. Winipeg River may be said to be the most difficult and dangerous part of the whole route; for some distance it has more the character of a chain of large lakes dotted with islands, and then contracting to a rapid river a few chains in width. We succeeded in reaching Fort Alexander on the 1st of September, when we met Mr. Gladman. After waiting there but a few hours we proceeded to cross Lake Winipeg, and after the detention of one day on the lake, owing to a gale of wind, we arrived finally here on the 5th.

On my next return, I will forward the plans and sections of the route, which will clearly explain the various portages and rapids, shewing their respective position and peculiarities. It was our intention, on leaving the Rat Portage, for one party to explore the Pinewa, a branch of the Winipeg, which falls into the head of Lac de Bonnet, but owing to the water in the river being low, and the heavy manner in which our canoes were loaded, it was not deemed prudent by the guide to attempt it. I shall be able, however, to procure from Professor Hind, who came by it in a light canoe, correct information as to its general character, which will enable me to form an opinion as to whether it would be desirable to make a further exploration of it.

Owing to the unfortunate illness of Mr. Dawson, and his detention at Islington Mission, I have not as yet been able to decide as to when the examination of Roseau River and Rat River can be made. It is,

however, my intention to examine the country between Red River and Lac des Bois; and much valuable information concerning its nature can be procured here from persons who have hunted over it, and are thoroughly acquainted with it.

Mr. Gaudet has been despatched to Islington Mission with the necessary medicine and other articles for Mr. Dawson; and I trust we may have the satisfaction of seeing him again in ten or fifteen days.

At Fort Garry we have been very well received by Governor Johnson, and Mr. McTavish, the chief factor, and indeed by all the inhabitants whom we have as yet met; and I have no doubt but that every facility will be afforded us, as far as it is possible, to carry out our explorations and examinations with satisfaction. We are making exertions to procure quarters and the necessary provisions for the winter; but find it a matter of some difficulty, as most of the available stock has been secured for the troops which are expected here shortly; still I have no fear but that we shall be, in every respect, well provided for before the winter sets in.

I have, &c.
(Signed) W. H. E. NAPIER.

To the Hon. the Provincial Secretary.

Sir, St. Paul, Minnesota Territory, October 28, 1858.

I have the honour to inform you that I arrived at this place in company with my assistant, Mr. Fleming, and Messrs. Dickenson and Cayley, formerly associated with Mr. Napier's party, after a journey of forty days from Fort Garry, Red River Settlement.

I am happy to be able to state that Mr. Dawson arrived at Fort Garry on the evening of the 8th October. I delayed my departure until the 9th, in order that I might see him, and thus be able to afford the testimony of an eye-witness respecting his recovery. I regret, however, to have to say that he has endured much suffering, and is greatly reduced, but with a fair prospect of speedily regaining health and strength. I also visited the Rev. Mr. McDonald, of Islington Mission, Winipeg River, who accompanied Mr. Dawson to Fort Garry. From him I learned that some day after my departure for Red River, in search of assistance, Mr. Dawson's illness increased; he became deaf, blind, and senseless; a looking glass put before the mouth was not dimmed, and all hope of recovery was given up by those around him. Subsequently a change for the better took place, and as a last resource, Mr. McDonald brought an Indian "medicine man," who bore an excellent reputation among his tribe for his skill in the use of herbs, to see him. The Indian "medicine man" administered his specifics, and so far effected a cure that in a few days Mr. Dawson was able to sit up; and eventually became sufficiently strong to bear the fatigue of a canoe voyage from Islington Mission to Fort Garry. With care and attention, under the direction of the medical officer in the service of the Hudson's Bay Company, it is to be confidently hoped that he may soon be able to resume his duties.

Since the date of my last report I have visited,

1st. The Assiniboine River, for a distance of seventy miles in a straight line from Fort Garry.

2nd. The Reed Grass or Rousseau River, as far as the dead water of that river, at its junction with the swamp leading to Reed Grass Lake.

3rd. Big and Little Rat Rivers, and the Reed Grass River, as well as between Rat River and Fort Garry.

4th. The Red River Settlement, as far as the Indian Mission north, and Pembina on the 49th parallel south (100 miles.)

If the following scheme of a general report on my department of Red River Expedition meets with your approval, I shall be able to furnish on my return to Toronto the several sections in the order and at the times mentioned below.

REPORT, &c.

Part I.—Topography of the Route.

Section 1.

Fort William, Lake Superior, to Fort Francis, Rainy Lake.

Section 2.

Fort Francis, Rainy Lake to Indian Settlement, Red River viâ west side Lake of the Woods.

These two sections to be accompanied with a topographical sketch or map of the whole country traversed, including Red River to the 49th parallel, the Assiniboine River to Prairie Portage, Reed Grass River to the dead water of its feeding and lake, Little and Big Rat Rivers, some of the ancient beaches of the Lake Winipeg, in the valley of Red River, and the whole of Red River Settlement.

The foregoing sections and the topographical sketch or map, on a scale of two miles to one inch, can be furnished by the 12th of December.

Section 3.

Red River Settlement, the Assiniboine River, as far as the Prairie Portage, and its settlement.

Section 4.

Fort Garry to Pembina, the Reed Grass River, the Little and Big Rat Rivers.

These sections can be furnished by the 1st of January.

Part II.—Geology of the Route.

Section 1.

Geological sketch of the country between Fort William, Lake Superior, and Fort Alexander, at the mouth of the Winipeg River.

Section 2.

Geological sketch of Red River valley, from the 49th parallel to Lake Winipeg.

Section 3.

Economic materials met with during the explorations. To be accompanied with a geological map of the country traversed, on a scale of ten miles to one inch. Also cross sections of the river and swamps at Red River Settlement, and sections of strata on the route. To be furnished by the 20th January, 1858.

Part III.

Section 1.

Industrial and social condition of the inhabitants of Red River valley, north of the 49th parallel, and of the valley of the Assiniboine, as far as the limits of settlements at Prairie Portage, comprising

1. Statistics of population.
2. „ industry.
3. Habits and customs.
4. Religion.
5. Education.
6. Trade and commerce.

Section 2.

Climate of Red River valley north of 49th parallel.

Section 3.

Application and neglect of resources of Red River valley. To be accompanied with sketches of the principal buildings in the settlement, &c., &c., and to be furnished by January 30, 1858.

Part IV.

A daily journal, containing observations in natural history and meteorology, with notes on the different tribes of Indians seen and visited, together with a record of other subjects of interest receiving attention during the exploration and the homeward route to St. Paul.

In writing my journal I have frequently made memoranda for future study or reference, when within reach of proper sources of information. These may require a longer time than I am at present aware of; and in view of the labour involved in preparing the topographical and geological reports, I beg permission to name four months from the time of my arrival in Toronto as the limit within which this part of my report will be prepared for your inspection. I propose to accompany the journal with sketches of the Hudson's Bay Company's forts on the route of exploration, the chief waterfalls, outlines of scenery, and sketches of implements of husbandry, &c., &c., used by the people of Red River.

I am compelled to remain for two or three days at St. Paul, until the arrival of my baggage from Crow Wing, but I hope to be in Toronto on Thursday or Friday next (the 4th and 5th of November).

I have, &c.

(Signed) HENRY YOULE HIND, M.A.,
Geologist and Naturalist, Red River
Exploring Expedition.

The Hon. the Provincial Secretary,
Toronto, Canada.

Rossin House, Toronto, December 5, 1856.

Memorandum in reference to Professor Hind's remarks in his letter to the Rev. Robert McDonald, dated Fort Garry, Tuesday, Sept. 8, 1857, which have only now come under my notice.

On Sunday evening, Sept. 5, as the canoes were ascending the Red River, I landed at my daughter's house, which is five or six miles distant from Fort Garry, and remained there for the night. The gentlemen of the expedition party being directed to proceed on with the canoes and encamp near the fort. On Sunday morning at nearly 11 o'clock, Mr. Wells, (Mr. Dawson's chief assistant,) called on me (he was on horseback) with a note sent by Mr. Dawson, and acquainting me with the Professor's arrival at Fort Garry the previous night. Mr. Wells was immediately directed to procure at the Company's fort, if to be had, all the items which he named to me as being considered necessary for Mr. Dawson, and to prepare a canoe to start as soon as possible with those supplies, intimating at the same time my doubts whether the canoemen, just come off a long voyage, could be prevailed on to leave the settlement so soon, particularly on Sunday.

I was at the fort at 10 o'clock on Monday, when I consulted Dr. Bunn, the Company's medical officer, who considered it unsafe to send medicines without seeing the patient, and having a better knowledge of the true nature of the case.

I then went to the camp, and found that Mr. Wells, Professor Hind, and Mr. Napier had one and all declined to assume the responsibility of sending off the canoe. I again directed Mr. Wells to have the canoe prepared, pointed out the men to be sent, and ordered the requisite provisions for them: but notwithstanding these repeated directions, it was late on Tuesday morning before the canoe, under the conduct of Mr. Gaudet, (another of Mr. Dawson's staff,) was ready, and took his departure from the fort. The detention, as regarded the men, I found to be caused by their having occasion for shoeleather and clothing out of the Company's shop, and which they could not obtain elsewhere, particularly on Sunday.

The Professor does not say that he considered the crisis of Mr. Dawson's illness to have passed before he left him, although I observe he expresses to Mr. McDonald "a hope that Mr. Dawson is

" fast recovering." Neither does he say it was expected that Mr. Gaudet would meet Mr. Dawson on his way to the settlement.

It is unnecessary to make further remark on this matter, except to say it required no "effort" to see me as I was at no greater distance than Dr. Bunn's consultation room, within half a minute's walk of the expedition camp, and that I do not clearly see how I could have been "repeatedly urged" upon the necessities of the case by Messrs. Napier, Wells, Gaudet, and others! if, as the Professor says, I could not be found.

(Signed) GEO. GLADMAN.

Sir, Rossin House, Monday, Dec. 7, 1857.

I beg to return thanks for the perusal of the reports relative to the Red River expedition, which were kindly placed in my hands on Saturday, and beg further to draw attention to the remarks made by me in the margin.

I remain, &c. &c.
(Signed) GEO. GLADMAN.

To Edmund A. Meredith, Esq.,
Assistant Provincial Secretary West, &c.

Sir, Port Hope, Dec. 7, 1857.

I have the success of the scheme for opening out communications with the Red River Settlement so much at heart, that although I know your time at this particular juncture is fully occupied in making arrangements of more immediate importance, I cannot refrain from addressing you a few words, called for in my opinion by the circumstances in which we, of the Red River Expedition, are placed.

In the first place, I beg to represent the necessity of sending a trustworthy messenger to the Red River Settlement as soon as possible, with remittances and with instructions to Messrs. Napier and Dawson for their future guidance.

As preparations require to be made during the winter for successfully carrying through the works of the next year on the line of communication, I beg further to say, I am prepared to undertake the task of making the Portage Roads, and improving all the water courses between Lake Superior and Red River, provided I am allowed to select my own staff of working assistants, and that sufficient means are placed at my disposal; also, that I have power and authority as an agent of Government to treat with the Indians for the surrender and occupation of such lands as may be needful for the purposes in view.

I would suggest that arrangements be immediately made for a supply of boats adapted to the navigation of shallow waters. Such boats to be ready for delivery at Fort William, on Lake Superior, early in May next. That provisions and other supplies for the use of the parties now employed and for those hereafter to be engaged, be prepared during the winter, in packages adapted for the carrying over the portages, and that foremen and men accustomed to road making and bush work be sought out during the winter, and engaged in the spring for active service.

It is very desirable that all the lands between Fort William and the Mountain Portage should be surveyed and lotted out, and, as an inducement to its being immediately occupied by immigrants, that the system of free grants should be extensively acted upon. The soil on the banks of the river appears to be tolerable fertile, and although wheat has not been raised there, in consequence of all the present cleared lands being too much exposed to the fogs of Lake Superior, it is scarcely doubted that grain may be cultivated with succees on lands but a short distance from the lake, when the country is laid open. Looking at all the sites north of the frontier line at Pigeon River, this appears to me the nearest and most eligible place for forming an extensive settlement, and when such settlement is formed it will aid very much in filling up the whole of the interior country wherever advantageous locations can be found.

A monthly mail would be a great boon to the Red River population, and can very easily be carried by canoe from post to post during the summer season.

In the winter the carriage of mails would be difficult and interrupted, except it were undertaken by the officers of the Hudson's Bay Company stationed on the north shore of Lake Superior. The expense would not be very heavy, indeed my impression is, it would nearly, if not entirely, be defrayed by the postage on letters and newspapers.

I have deferred sending in the report which I had prepared on the 3rd ultimo, immediately after my return to Toronto, under the expectation of receiving the reports of the gentlemen who accompanied me on the expedition. I have now been favoured with the perusal of the reports forwarded by those gentlemen to the several departments, and beg reference more especially to that of Professor Hind, who best describes the general features and products of the country through which we passed.

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

To the Hon. the Provincial Secretary, Toronto.

Sir, Toronto, November 3, 1857.

On the 8th September I had the honour to address you from Fort Garry, Red River Settlement, acquainting you with the progress of the Expedition party under my direction, our several positions at that time, and my views in regard to operations during the winter season.

I delayed my departure from the settlement until the 15th September, hoping that Mr. Dawson's health would have been so far re-established as to admit of his rejoining us at that date. Unfortunately, however, this was not the case, as on the 21st I found that gentlemen yet confined to his bed at the Islington Mission Station, and entirely unable to discuss with me the affairs of the Expedition. Mr. Gaudet, who had been sent from the Red River in a large canoe with supplies of provisions, and

with instructions to remove Mr. Dawson as soon as possible within reach of medical assistance at the settlement, was at the station awaiting his convalescence. All anxiety concerning Mr. Dawson is now happily removed, as Professor Hind brings information that he (Mr. Dawson) had reached the settlement, and that there was every prospect of his restoration to perfect health in a short time.

I beg to annex copies of the letters addressed by me to Messrs. Napier and Dawson before I left the Red River Settlement relative to the affairs of the expedition.

On the 27th September I arrived at Rainy Lake on my return towards Canada. Here I met again with exceedingly contradictory reports respecting the chain of rivers and lakes forming the water communication with Lake Superior on the route followed by the North West Company of Canada previous to the year 1803. Having passed several times over the Kaministiquia route, and our party having obtained a knowledge of all the difficulties and obstructions presented on that line, I determined on a personal examination of this "Old North West Route," in order to arrive at some conclusion that would be more satisfactory than any to be deduced from the information I had hitherto obtained.

I accordingly engaged an Indian guide, and leaving Rainy Lake on the 30th September branched off on the Kamakun Lake at the point where the northern and southern lines of routes separate. Thence to the Lake Seiganagock, which I reached on the evening of the 3rd October. I found the whole line of communication to be very good indeed, being a succession of small lakes connected by small streams and sixteen small portages, all easily improved, and which on the aggregate do not occasion much more than two miles of land carriage.

Between the Lake Seiganagock and the shore of Lake Superior, where I arrived on the afternoon of the 7th October, we encountered the chief difficulties and obstructions that are met with on this route.

The height of land dividing the waters which flow into Lake Superior from those which run towards Lake Winipeg and Hudson's Bay is short and steep, the small streams exceedingly shallow, and the seventeen portages over which we passed are long, rugged, and hilly, amounting on the whole to about sixteen miles of land carriage.

In a direct line the distance from Lake Seiganagock to Lake Superior appears by the map to be about forty or forty-five miles, passing over United States' territory. From the same point to the Kaministiquia River the distance is about sixty miles. Here the country is so imperfectly known that we cannot form any opinion whether a communication is practicable, either by water or land, and I regret exceedingly that the season was too far spent to admit of my determining this interesting point. As far as I can learn from the Indians who hunt over that part of the country there are lakes and rivers which may be made available as channels of communication, and to these it is very desirable we should direct our first attention in commencing the work of next summer. In the meanwhile I have instructed my son and assistant, Henry Gladman, whom I left at Fort William for that purpose, to explore during the winter, as far as may be practicable, the whole tract of country between the Seiganagock and Dog Lake. We shall thus be fully prepared, in the month of May next, to commence the active work of opening out this part of the road in the direction that may be deemed most suitable, and that work will be very much facilitated by the previous knowledge of the country which we shall have obtained.

The whole difficulty at the eastern end of the line of communication lies within the compass of a few miles, and in my opinion a choice is to be made between a road of about eighteen or twenty miles (that is to say, from Lake Superior to Dog Lake, and a road to the Sagenagack or Arrow Lake, the length of which is not at present known to us), and in fact can only be ascertained by a careful examination.

Having casually heard that a road had been commenced recently between the shores of Lake Superior and "Saxton" and the head waters of the Pigeon River, I thought it advisable to gain some certain knowledge on this point. I accordingly directed my course thither, and landing at Saxton on the 17th October found a small party there clearing land, but there was no appearance of any road making. I am since assured such a work is in contemplation and will be undertaken next year.

The season being very far advanced and the weather becoming more and more tempestuous I proceeded from Saxton to Superior City, and there taking advantage of a propeller bound to Cleveland I embarked on the 23rd October with the whole of my party for Detroit, and arrived at Toronto on the morning of the 28th.

The detailed reports, plans, and sections to be furnished by the gentlemen who have accompanied me on this expedition will show that the whole chain of rivers and lakes between Fort William, on Lake Superior, and Fort Garry on Red River, following the Kaministiquia route, as indicated by my letter of instructions, has been as fully surveyed as the season and circumstances permitted. Time did not admit of so complete an examinatian as we could have wished, nevertheless much information has been acquired that will be useful in carrying on the operations of next year.

Upon reviewing the Kaministiquia route the impression on my mind is that to make it available for the purposes of commercial communication and colonization, the most feasible plan of operations will be to make a road from the "Current River," on the shores of Lake Superior, to the Dog Portage thus avoiding the shallow and circuitous waters of the "Kaministiquia," with all its numerous falls and portages: thence improve the Portage Road and streams as far as Rainy Lake; then make a road from the Lake of the Woods to the Red River instead of passing by the Winipeg River. So far as we know at present this latter road will be from 90 to 100 miles in length, through a wooded country for the greater part of that distance; but on these points information will be given during the winter by the gentlemen whom I have left at Red River for the purpose of fully exploring that large tract, and early in spring they will be prepared to follow any course that may be directed by instructions from Toronto.

The inhabitants of the Red River Settlement feel so much interested in opening out this road of communication, that I am well assured they will promptly assist, as soon as the direction of the line is determined upon. Many of them have passed frequently over the tract, and their information and co-operation will be exceedingly valuable.

In our intercourse with the Indians who hunt over the country adjacent to the "Rainy Lake" and "Lake of the Woods," we have found them very unwilling to afford correct information respecting it

They are strongly opposed to any colonial settlement on their lands, and look with distrust on the movements of surveying parties, whose operations they apprehend will result in the total extinction of their native claims, and the loss and destruction of their fisheries. We experienced this feeling of opposition in the case of the small party which I detached at Fort Francis with instruction to proceed by the Red River to Fort Garry. The guide whom I had engaged to accompany the gentlemen sent on that service, instead of directing the route along the shore of the "Lake of the Woods" to the entrance of the Red River, as he should have done, led the party to the "Plantation Island," where he well knew there was a large encampment of his own people. Arrived there the guide at once quitted the party. Messrs. Dawson and Hind found it impossible to engage another to take his place, and were consequently obliged to relinquish the object for which they had been detached. It appears to me that in following out the proposed plan of opening out this road of communication it will be necessary to treat with the Indians for the disposal of that portion of their land which lies in the line of route. I do not apprehend that there would be any difficulty in making an arrangement when the objects which the Government have in view are clearly understood; but it will be requisite that full explanations be given, and such a treaty made as will prevent all opposition or collision hereafter. That it is in their power to interrupt any chain of communication that may be formed cannot be doubted, and as they have already shown themselves to be exceedingly tenacious of their right of soil, I am of opinion our only course will be to make an amicable arrangement with them, by which free commercial intercourse with the Red River Settlement may be permanently secured. They raise no objection whatever to parties passing by the Winipeg or the Rainy Rivers, these, as themselves say, are open to every one, but the occupation or possession of the soil, without previous treaty or agreement, and without any view of establishing a trade with them, is what they are most decidedly opposed to.

With reference to the future course of the expedition party which the Government did me the honour to place under my direction, both Mr. Napier and Mr. Dawson having received their instructions, under seal, direct from the Governmental Departments to which they were respectively considered as attached, and their reports having been transmitted in like manner to the several offices for which those instructions were issued, I do not see how I can efficiently direct or control those operations, or how any benefit can accrue to the expedition from my being only nominally at its head. Nevertheless I feel it incumbent on me to say that some steps require to be immediately taken, to meet the expenses of the eight gentlemen left by me on the Red River Settlement with the view of continuing the exploration during both winter and spring, and of the one gentleman left at Fort William for a similar object. Contracts and arrangements were made by me for the supply of a quantity of provisions sufficient for the winter use of the several parties, but a remittance of funds to cover the amount of those expenses is indispensable.

I have, &c.

(Signed) GEO. GLADMAN.

Sir, Fort Garry, Red River Settlement, September 10, 1857.

Being now about to return to Toronto by canoe, I, in accordance with my instructions, beg to direct your attention to the examination of the country that lies between the Red River and the Lake of the Woods, as far south as the British boundary admits.

I have been informed that there is a line of farm land on which a good cart road may be made, and that there is a good water communication for small canoes at a certain season, (between the points I have indicated,) but the statements made to me are so conflicting and contradictory that nothing but actual exploration can determine whether these things be so or not.

I am persuaded that both yourself and Mr. Dawson will see the importance of determining these points, and that on consultation together, when his health is re-established, you will act with entire unanimity, and carry the exploration to a satisfactory result.

On the opening of the navigation in spring, you will be able to continue your surveys eastward towards Rainy Lake. I anticipate you will there find all requisite supplies for after operations about the 25th June or 1st July; but on this point you will most probably receive, in the interim, full instructions from the Canadian Government.

Having at length succeeded in renting houses for your accommodation, and in making contracts for the provisions you require until June next, I leave the settlement under the full conviction that everything will be done by you that is possible, to accomplish the ends the Government had in view in sending out the expedition.

I remain, &c.

W. H. E. Napier, Esq. (Signed) GEO. GLADMAN.

Sir, Fort Garry, Red River Settlement, September 12, 1857.

Since you left here, Mr. McTavish, for reasons which it is not necessary I should mention, considers it would be better that whatever cash I have to leave for the expedition should be in the hands of yourself or Mr. Dawson.

If the money I leave with you should be insufficient to meet your wants before you receive remittances from Canada, Mr. McTavish is kind enough to say he will assist the expedition with funds, as far as lies in his power, until such time as your own shall arrive. This is the only arrangement I can make at the present moment, and will, I am persuaded, meet all the requirements of the expedition.

The best men of the settlement being absent in the boats on the York factory voyage, I would recommend that none be engaged until they arrive. Wages here, in the winter season, are very moderate, say from 3*l.* sterling per month upwards to 5*l.* sterling. It therefore appears to me you would do well to be in no haste to engage men, but occupy the present time in delineating the work already done between Fort William and this place, and in preparing the reports and plans which it is requisite should be sent to the Government by the hands of Professor Hind.

I also recommend that you send a list of all such supplies as you may think may be required to be forwarded from Canada to Rainy Lake next spring; and that you keep regular and accurate accounts of the expenses of the expedition in the settlement.

I shall engage a canoe builder to make canoes at Rainy Lake: in the meantime, I leave you one of the "north canoes," which we had on the voyage, and a small canoe brought here by Professor Hind. If more are required, you will probably obtain them from the Indians at the Indian settlement.

Mr. John Rowand has engaged to give the expedition the use of four horses as long as may be required.

Dogs and appointments for winter travel can only be obtained at a later period in the year.

I enclose a copy of the list of provisions, &c., which Mr. M'Dermot has engaged to furnish the expedition. This, however, does not include what you may require for extra men or for your voyage to Rainy Lake in June, such as hams, pork, biscuit, &c. I therefore recommend that you make an early estimate, and endeavour to have them on hand, so that you may experience no inconvenience for want of supplies in May or June.

Provisions of all kinds being at the present moment held back throughout the settlement, in expectation of the arrival of the troops, allow me to recommend economy in your expenditure.

I remain, &c.

W. H. E. Napier, Esq. (Signed) GEO. GLADMAN.

Memorandum for Mr. Henry Gladman at Fort William.

Endeavour to ascertain the precise character of the country between the mouth of the Current River and Dog Portage, and from Point Meuron to the same place. Go over the ground, and see whether a cart road can be made from one point or the other, or from both.

Also the character of the country from Point Meuron (or thereabout) to "Whitefish Lake," and whether any communication can be opened so as to fall in upon the old north-west route above the Grand Portage, or beyond the height of land.

In the spring, when snow-shoe travel is good, endeavour to ascertain what the track is from Lake Superior to Arrow Lake, and whether a cart road can be made there or not.

If Fort William people can be engaged, square wood for repairing the Swampy Portage.

If the season permits, clear and widen the Portage road in the Kaministiquia, and enlarge the landing places. The spring of the year will be the best time for this work.

More particular instructions will be sent by the earliest mail from Toronto.

Fort William, October 13, 1858.

Fort Garry, Red River Settlement,

Sir, December 8, 1857.

I have the honour to submit the following report upon the Hudson's Bay canoe route from Fort William, Lake Superior, to the Red River Settlement, together with accompanying plans and sections.

The plans have been projected from track survey, delineating the features of the rivers, lakes, and creeks followed, their relative positions, and the obstructions which occur in each, from which it is hoped a sufficient idea of the route, and its suitableness or otherwise for improvement, may be formed, upon which to base future operations.

The sections have been plotted from actual levels taken at all the principal breaks, and from careful estimates made of the rapids and currents, showing the heights of the different waters followed above the datum of Lake Superior.

The route may be divided into three sections:

1st. From Lake Superior to the entrance of Rainy Lake, embracing the Kaministiquia River to the height of land, and the chain of lakes and rivers flowing into Rainy Lake.

2nd. The Rainy Lake, Rainy River, and the Lake of the Woods to Rat Portage.

3rd. The Winipeg River, Winipeg Lake, and Red River to Fort Garry, at the mouth of the Assiniboine.

The Kaministiquia River is the first link in the canoe route between Fort William and the Red River. Rising in the vast region of swamp about the height of land which divides the waters flowing from Hudson's Bay from those tributary to Lake Superior, it has a general downward bearing of south by east, and for a distance of forty-three miles from its mouth is exceedingly tortuous and broken by numerous falls, rapids, and shallows. It empties into the south-west angle of Thunder Bay, with a delta at its mouth, upon the northerly channel of which, and one mile from the lake, is situated Fort William, a post of the Hudson's Bay Company. The mouth of the river is surrounded by a narrow bar, where only five feet of water is found.

From Fort William the river is sluggish and meandering, with width of five chains, and an average depth of six feet for a distance of twelve miles. At this point the rapid water commences, and continues to the foot of the Grand Falls Portage, a distance of 25·5 miles from the mouth. In ascending the river in canoes, these rapids are only overcome by poling, and the depth of water at these points (August 6th) did not exceed two feet, with rocky bottom.

The first regular portage is made passing the Kakabeka Falls, of 119 feet. It is four chains in length, rising abruptly from the water to a table-land, which continues to the head of the portage. From this point to Little Dog Lake there are nineteen falls and rapids. The falls are passed by portages, none of which, however, exceed eight chains in length. The rapids are here also ascended by poling the canoes or towing with a line from the shore.

The Little Dog Lake at the foot of Great Dog Portage has an elevation of 360·8 feet above Lake Superior, in a distance of 44·5 miles by the river. The country between this point and Fort William, to the north of the Kamanistiquia, does not present any formidable obstacles to the construction of a road which, in a tolerably direct line, would reduce the distance by water one-third, and a great portion of the country in the neighbourhood of Fort William is available for settlement.

The Great Dog Portage leads from the Little Dog Lake to the Great Dog Lake, and is one mile and fifty-two chains in length; it has an elevation at its summit of 502 feet over the Little Dog. The river connecting these lakes bends away to the south of the portage road, and is one succession of cascades through rocky cliffs, with a total fall of 348 feet.

The Great Dog Lake is an extensive sheet of water, 708 feet above Lake Superior, and is followed by the canoe route for eight miles to the mouth of Dog River. The Dog River has a general width of three chains, and winds sluggishly through a low swampy country, timbered with poplar, pitch pine, and tamarack. For a distance of twenty-five miles from the lake the river, upon August 8th, maintained an average depth of four feet water, with mud bottom and banks. A small rapid of three feet fall here occurs, which is polled up, the baggage being portaged three chains.

The country becomes then more elevated to the north, with a larger growth of timber. At twenty-seven miles from the Dog Lake is the Portage du Jordain, of 8·60 feet fall, and six and a half chains in length. Above this fall the river resumes its sluggish character, until left by the canoe route, thirty miles from its mouth, where a small winding creek, a branch of the Dog River, is entered, bearing away to the south-west. The average width of this branch is ten feet, with a depth of two feet; it is followed for two miles, when a small lake is entered, the source of this creek. The shores of the creek and lake are low and marshy. At the western extremity of this small lake is the Portage de l'Eau Froide, of three chains in length, leading to another small lake or pond at the foot of the Prairie Portage.

The Prairie Portage of two miles and five chains forms the height of land, and is 887 feet above the water of Lake Superior. It is high and level, with sandy soil. The timber has all been destroyed by fire, and appears to have been spruce and little pine. A small lake of about a quarter of a mile in width forms the western extremity of this portage, and is the highest water level, from which the route now commences to descend in a westerly direction.

The Portage du Milieu, upon the opposite shore of this lake, is thirty-nine chains long; marshy at its approach, it rises in its centre, falling again at its western end, the Lac du Milieu, which is one mile long, and leads to the foot of Great Savanne Portage. The shores of this lake are low, timbered with spruce and tamarack.

The Great Savanne Portage is one mile and forty-one chains in length, through a low tamarack swamp. It is considered one of the worst portages on the route. In the days of the North-West Company, when the route was a thoroughfare and the outlet for the fur trade, this portage had been made passable by a pathway of longitudinal timbers; at present, however, these are in a state of dilapidation, and partially buried in the mire, serving only as stumbling blocks to the voyageurs staggering through under a load. There is abundance of timber in the neighbourhood, with which at trifling labour or cost a new roadway could be laid, and also sufficient fall to afford drainage into the Rivière d'Embarras, its western termination.

Leaving the Savanne Portage, the canoe route now follows down the Rivière d'Embarras or Savanne River for a distance of twenty miles to its entrance into the Mille Lac or Lake of a Thousand Islands.

This river has an average width of three chains, and a depth of four feet water, but is in many parts almost impassable from the quantity of driftwood which has accumulated from time to time; this could, however, be removed with little difficulty, where the river would form a navigable reach in connexion with the Mille Lacs. The banks of the Rivière d'Embarras are muddy and low, timbered with pitch pine, spruce, and birch, much of which has, however, suffered from the ravages of fire.

From the mouth of Rivière d'Embarras, at the Lake of the Thousand Islands, forms a navigable reach of twenty-three miles by the canoe route to the Portage du Baril, where it is left. It is an extensive sheet of water, stretched away to the north some thirty miles to its outlet; its shores are rocky timbered with pine, spruce, birch, and poplar.

The Portage du Baril of seventeen chains, over a rocky ridge, leads to the Lake du Baril, which is seven miles in length; it has a good depth of water, the shores rocky and rolling, timbered with pine and spruce. The Lac du Baril is left by the Brulé Portage of twenty-one chains, which terminates upon the Cannibal Head, a chain of small lakes with short intervening narrows, some of which are shoal. These lakes discharge by a small creek from which the French Portage is made. The creek falls into the Lake Francis, the western end of French Portage, and at high water is navigable throughout. It is, however, much obstructed by small rapids and driftwood. The French Portage is one mile and sixty chains in length, over a succession of rocky ridges, with intervening swampy bottoms, and is accounted one of the most difficult portages on the route. Leaving the French Portage, there is a reach of eleven miles to the Portage des Morts, interrupted only by two short narrows where but three feet water is found. The Portage des Morts is twenty-six chains in length, and is rocky and uneven. Crossing the Doré Dalle Lake, the Portage des Deux Rivières is made, twenty-six chains in length, and having a fall of 117 feet to a creek at its western extremity; this creek is only one chain in width, but deep, and leads into the two Sturgeon Lakes, where a navigable reach of sixteen miles occurs.

Sturgeon River now forms the next link in the route. Immediately at its mouth is a rapid of four feet fall, passed by a discharge of eleven chains: a few chains of still water and second rapid, of 621 feet fall, are passed by a portage of three chains.

Continuing on down the Sturgeon River, five small rapids are passed in the next seven miles, having in all a fall of eleven feet. Jauner Rapid, also called Mininis Falls, next calls for a portage, which is five chains in length; the river now becomes wider, with strong current, for four and a half miles to the Island Portage of two chains, passing a chute of ten feet. Narrows of two chains and four feet water occur at the mouth of Sturgeon River, which falls into Pine Lake, a deep reach of six miles and a half, discharging into the Macan River.

Continuing down the Macan River, the route is next interrupted by the Snake Portage of five chains, and a fall of twelve feet; the river here has a width of four chains, and a current of two miles per hour.

Three miles below the Snake Falls is the Crow Portage of nine chains, made on an island, below which the river is broken by short rapids and shoals, where two feet of water only is found. The grand falls of the Macan occur — miles below the Crow Portage, and are the largest upon the river, being sixteen feet perpendicular height. The approach to the portage from above is exceedingly dangerous, being made by the immediate head of the fall; it is six chains in length, rocky and uneven. Two miles below the grand falls are the long rapids, a succession of pitches and broken water, one mile in length, and having a total fall of ten feet. These rapids are run by experienced canoemen, but are dangerous at low water; the shores are low, rocky, and timbered with a small growth of spruce and poplar.

The Macan continues about four chains in width, and has a good depth of water for two miles to the Nameaukan Rapids, the last on the river; these rapids are fifteen chains in length, with a fall of seven feet, and are run, but considered unsafe except at high water; the shores are rocky, but level.

The route now follows the Macan for two miles, where the Nameaukan Lake is entered, skirting along the north shore of which for six miles and a half, we come to the Portages Nie, two in Nimsku, avoiding a detour to the south, by which the Nameaukan Lake discharges itself in the Rainy Lake. The first portage Nie is six chains in length, at the end of which a fall of 8.5 feet to a pond of ten chains in length, at the end of which the second portage of eleven chains leads to the entrance of the Rainy Lake.

The Rainy Lake now affords thirty-five miles of uninterrupted navigation to the mouth of the Rainy River, its outlet; it is an expansive sheet of water, studded with numerous islands, affording good shelter, and throughout its length there is a good depth of water.

Immediately at the mouth of Rainy River is a small rapid which is run by canoes, and three miles further down are the Chaudière Falls of twenty-two feet, with a portage upon the British side of eight chains.

Opposite these falls and situated upon a high bank is Fort Francis, a post of the Hudson's Bay Company.

From Fort Francis I made an exploration of the northerly route from the north-west angle of the Rainy Lake to the Rat Portage.

This is the winter road, and is preferred to the route by the Rainy River, as being more sheltered, and free from the long open traverses necessary in crossing to the Rat Portage from the mouth of Rainy River. From Rainy Lake this road follows a chain of small lakes and connecting creeks, with occasional portages, until the north-east corner of the Lake of the Woods is reached where the route, continues through the numerous islands on the Rat Portage. The land throughout is rugged, rocky, and timbered with spruce and birch. A sketch of this exploration is shown on the plan accompanying. Map.

The Rainy River is a fine stream with an average width of seven chains, affording an unembarrassed navigation for a distance of thirty-one miles from Fort Francis, where a small rapid occurs of two and a half feet fall, and seven miles further down another of three feet; these are the only interruptions to its course for a distance of seventy-three miles from Fort Francis to the Lake of the Woods. These rapids are caused by a contraction of the banks of the river, and could with little difficulty be removed. At present they are run by canoes, and have a fair depth of water.

The banks of the Rainy River are about fifteen feet above the water, timbered with poplar and white birch; the soil is sandy clay, which is reported to extend back from the river for a distance of ten miles.

The canoe route now continues through the islands in the Lake of the Woods for a distance, from the mouth of Rainy River to the Rat Portage of sixty-four miles. There is here a fall of sixteen feet, where the Lake of the Woods discharges by several channels into the Winipeg River, and a portage is made of thirteen chains over a rock, at the foot of which is the Hudson's Bay Company's post. The Winipeg River from the Rat Portage is wide, and bears more the appearance of a lake, being full of islands, but at nine miles it contracts to narrows, where the first rapid, the Dalles, of three feet fall are run.

Below these rapids the river again resumes its lake-like appearance for eighteen miles, to the second rapid of 5.5 feet, which are portaged, the canoes running light. The Yellow Mud Falls of twenty-two feet is next portaged five chains, followed by a heavy pitch at its foot of seven feet, and three-quarters of a mile further down in the River Portage of ten chains, passing a fall of eight feet. A small rapid next occurs, called the Cove, of four feet fall, which is run; and three miles lower down is the missionary station, Islington, about which fifty acres of land is under cultivation. To this point the shores of the Minipeg are rocky, barren, and covered only with a small growth of pine, spruce, and poplar timber.

Continuing down the river from Islington thirteen miles is the De l'Isle Rapid of 3.4 inch fall, with a short portage of three chains. The De l'Isle is sometimes run, but is accounted dangerous from the heavy eddies at its foot.

To the Jocho Chute (a distance of twenty-one miles) the river is navigable, with a current of variable space; the Chute of Jocho is thirteen feet, and the portage five chains over a bare rock. With the exception of one small rapid of one foot, the river continues a distance of seven miles unbroken water to the head of the three Points de Bois falls of thirty-eight feet in one and a quarter miles, passed by a portage. The second portage is made from the immediate head of the fall, and is exceedingly dangerous to approach from above.

The river continues with an average width of 15 chains for 3.5 miles, when Slave Falls of 19.80, feet are portaged thirty chains.

Leaving the foot of the Slave Falls (a reach of six miles) brings us to the Barrière Chute of five feet which is portaged three chains, below which the current becomes very strong for a distance of six miles, where the Otter Falls, of three feet, are run in descending the river.

At the foot of the Otter Falls, the Pinewa, a small branch of the Winipeg, leads off to the north into the Lac de Bonnet This branch is often used at high water in preference to the main river, as it is less obstructed by falls and has fewer portages; but when the water is low it is impassable for large canoes, which continue down the main river, here called La Rivière Blanche.

The Sept Portages (three miles below the mouth of the Pinewa) form the most dangerous and difficult portion of the Winnipeg River. With a total fall of 47.26 feet in a distance of about two miles, these portages are only passed with great caution. Owing to carelessness on the part of one of the guides, two canoes of this expedition were in imminent danger of being precipitated over these falls.

The river below the Sept Portages widens gradually into the Lac de Bonnets, which forms a navigable reach of eleven and a half miles to its discharge, where a chute of 7.30 feet, called the first Gala de Bonnet, occurs, and is portaged two chains over a rock. The second Gala de Bonnets, of five feet fall and four chains portage next follows; and three miles further down is the Grand Bonnet, of thirty-four feet fall, with a land portage of fifty-one chains. The Petit Roche de Bonnet, of 8.25 feet fall, passed by a portage of three chains, next occurs, one mile below the last; and three miles lower down are the White Mud Falls, of thirteen feet, portaged fifteen chains. Continuing on for 4.5 miles, we come to the Silver Falls (two in number), of 21.5 feet, and avoided by a portage of twenty-three chains.

The river has now a strong current for 4.5 miles to the Pine Falls, the last portage in the river, of twelve chains, with a fall of 8.35 feet. Below the Pine Falls the river becomes wider and a moderate current to Fort Alexander, five miles below the Falls, where the current ceases: two miles below Fort Alexander the river enters the Lake.

The portages upon the Winipeg are all well cut out, being used regularly by the Hudson's Bay Company in bringing up their boats from York Factory with the supplies for their posts upon Lac la Pluie, Lac de Poisson Blanc, and the Rat Portage, but many of them are extremely dangerous to approach. The boats used throughout this part of the country by the Company are thirty feet long, with a light draft of water, and particularly adapted to the broken navigation of these waters, carrying loads of from two and a half to five tons.

The land upon the banks of the Winipeg gradually improves after we leave the Silver Falls, and in the neighbourhood of Fort Alexander, about the mouth of the river, the soil appears of excellent quality.

Coasting along the south shore of Lake Winipeg, the canoe route enters the mouth of the Red River through an immense marsh, the river continues without any perceptible current, for nineteen miles, to the Stone Fort or Lower Fort Garry; and four miles above the fort are the Grand Rapids, of about one foot fall and two feet water: twenty-two miles from the Stone Fort is Upper Fort Garry, situated at the confluence of the Assiniboine and Red Rivers.

The total distance from Lake Superior to Fort Garry by the canoe route I estimate at 647 miles, viz.:—

From Superior to the entrance to Rainy Lake - - - -	335
East end of Rainy Lake to the Rat Portage - - - -	176
Rat Portage to Fort Garry - - - - - - -	237
	647

From the foregoing, it will be perceived that the main difficulties are encountered upon that portion of the route between Lake Superior and the Rainy Lake.

The formidable ascent from Lake Superior to the Dog Lake, by the Kaministiquia, and the broken character of the country about the height of land, points to the necessity of adopting a communication by road, the most favourable portion for which remains to be determined by further exploration. Many of the waters followed by the canoe route from the height of land to Rainy Lake (such as the Mille Lacs, the Cannibal Head, two Sturgeon, and Pine Lakes) afford long reaches of navigation in the line of direction required, but their connecting streams are for the most part tortuous, and impeded by rapids and shoals.

To determine the most eligible line of communication through this section, a thorough examination of the country between Fort William and the Rainy Lake would be requisite both by the north and south of the canoe route.

No reliable information could be obtained as to the nature of the adjoining country, as little is known of it; the route itself is seldom traversed, as is evinced from the fact that the portages are for the most part completely grown up with brushwood and scarcely traceable.

The Rainy Lake, from its eastern extremity to its discharge by the Rainy River, forms an interrupted reach of deep navigation. In the Rainy River but one break may be said to occur, viz., the Chaudière Falls, near Fort Francis.

The small rapids occurring below are merely swift runs below caused by the contraction of the banks, and as both have a good depth of water they present no impediment to the navigation. The Lake of the Woods is navigable in all directions, and the numerous islands form good shelter for vessels.

From the north-west corner of the Lake of the Woods, a direct line across the country to Fort Garry is estimated at 116 miles; this would avoid the long *détour* by the rapid and dangerous Winipeg River.

Although little is known of the nature of this country beyond a range of some forty miles eastward from the Red River, still there is every reason to expect that a direct and easily constructed road can be formed through. A party is at present engaged in exploring a line through from Fort Garry, and further operations are to be carried out in that direction, as soon as the necessary equipment can be procured.

Leaving the distance from Lake Superior to Rainy Lake as estimated by the canoe route, the through distance will now appear as follows:—

Lake Superior to Rainy Lake - - - - - - - -	235 miles.
Rainy Lake to north-west corner of Lake of the Woods - - -	151 „
Road from north-west corner of Lake of the Woods to Red River -	116 „
Making the total distance - - - - - - - -	502 „

No examination of Pigeon River was possible last season; whether, therefore, attention is to be directed to that route in the spring or to the country between Rainy Lake and Fort William remains to be determined by further instructions.

Respectfully submitted.

I have, &c.
(Signed) W. H. E. NAPIER.

TABLE showing the Heights and Distances of the different Breaks which occur in the Hudson's Bay Canoe Route between Fort William, Lake Superior, and Fort Garry, Red River; also, their Levels above the Datum of Lake Superior, and Distance established continuously from the Mouth of the Kaministiquia River.

NAME.	Number of Portage.	Number of Discharges.	Height.	Length.	Reduced Level.	Distance from Lake Superior.	REMARKS.
			′ ″	Ms. Chs.	′ ″	Ms. Chs.	
Lake Superior	—	—	—	—	—	—	Mouth of the Kaministiquia River.
Point du Meuron—Current	—	—	—	—	4·00	12 00	Navigable to this point. Rapids commence.
1st Rapid	—	—	2·50	—	6·50	—	
Current to foot of 2nd Rapid	—	—	1·50	—	8·00	—	
2nd Rapid	—	—	3·00	—	11·00	—	
3rd Rapid	—	—	1·50	—	12·50	—	Almost continuous Rapids. Poled up short intervening reaches of still water. The depth of water at the Rapids did not exceed from one to two feet.
4th Rapid	—	—	3·50	—	16·00	—	
5th Rapid	—	—	3·00	—	19·00	—	
6th Rapid	—	—	3·00	—	22·00	—	
7th Rapid	—	—	3·60	—	25·60	—	
8th Rapid	—	—	5·00	—	30·60	—	
9th Rapid	—	—	2·00	—	32·60	—	
10th Barrisseau—Semi-discharge	—	1	5·10	—	37·70	—	Portage about 15 chains. Canoes poled up light.
11th Rapid	—	—	2·00	—	39·70	—	Shoal water. Canoes poled all the way.
12th Rapid	—	—	2·50	—	42·20	—	
Current, 3 miles	—	—	1·50	—	43·70	—	
13th Rapid	—	—	6·00	—	49·70	—	
14th Rapid	—	—	3·50	—	53·20	25 53	Foot of Kakabeka Falls Portage.
Kakabeka Falls	1	—	119·05	0 40	172·25	26 13	This includes the Rapids at the head of Falls.
Current to foot of Ecarté	—	—	0·50	0 10	172·75	26 23	
Ecarté Portage	2	—	62·65	0 37	235·40	26 60	The Ecarté is a succession of Cascades. Very rough strong current. Deep water.
Current to foot of Nicolet	—	—	1·50	2 70	236·90	29 50	
Nicolet Portage	3	—	6·59	0 6	243·49	29 56	
Rapids	—	—	5·70	0 50	249·19	30 26	Canoes towed up by line from shore.
Currents to next Portage	—	—	0·50	0 54	249·69	31 00	Canoes poled up. Shoal water.
Portage 3rd above Kakabeka	4	—	12·62	0 8	262·31	31 08	Portage rough, rocky.
Do. 4th do.	5	—	6·90	0 12	269·21	31 20	„ „
Current to foot of Mokomaw	—	—	0·25	0 15	269·46	31 35	River two chains wide. Shores rocky.
Makomaw or Knife Portage	6	—	19·40	0 5	288·86	31 40	Sharp rocks. Bad approaches.
Rapid	—	—	3·00	0 7	291·86	31 47	Towed up. 150′ wide.
Current	—	—	·25	0 12	292·11	31 59	
Rapid	—	—	4·00	0 3	296·11	31 62	Towed up.
Current	—	—	·25	0 5	296·36	31 67	
Rapid	—	—	3·00	0 3	299·36	31 70	3 chains wide. Towed up.
Current	—	—	·33	0 30	299·69	32 20	3 chains wide.
Rapid	—	—	4·00	0 3	303·69	32 23	Towed up.
Current	—	—	3·00	0 61	306·69	33 04	Poled up.
Current to foot of Semi-discharge	—	—	·50	0 15	307·19	33 19	„
Semi-discharge	—	2	3·00	0 8	310·19	33 27	Baggage portaged. Canoes poled up light.
Current to next Rapid	—	—	2·00	1 23	312·19	34 50	Poled up.
Rapid	—	—	4·00	0 4	316·19	34 54	2 chains wide.
Current	—	—	·50	2 00	316·69	36 54	Poled and paddled.
Rapid	—	—	3·50	0 6	320·19	36 60	Poled.
Current	—	—	·25	0 60	320·44	37 40	„
Rapid	—	—	1·50	0 2	321·94	37 42	„
Current	—	—	·25	0 26	322·19	37 68	„
Long Rapid	—	—	7·00	0 40	329·19	38 28	Poled up. River 2 chains wide.
Current	—	—	2·00	0 25	331·19	38 53	„
Current	—	—	1·00	0 72	332·19	39 45	Long Bend. Poled up.
Rapid	—	—	3·00	0 2	335·19	39 47	Poled up. 100 wide.
Current	—	—	·50	1 18	335·69	40 65	100 wide.
Rapid	—	—	3·00	0 3	338·68	40 68	1 chain wide. Poled up.
To foot of Semi-discharge	—	—	—	0 16	338·69	41 04	Still water.
Semi-discharge	—	3	3·50	0 1	342·19	41 05	Short Portage. Canoes poled up.
To foot of Little Dog Falls	—	—	—	0 19	342·19	41 24	Still reach. Paddled. End of poling.
Little Dog Portage	7	—	14·94	0 4	357·13	41 28	Rocky bluffs. River 2 chains wide.
Current	—	—	·25	0 5	357·38	41 33	River 2 chains wide.
Rapid	—	—	3·00	0 5	360·38	41 38	Paddled up.
Current	—	—	·50	1 30	360·88	42 68	High shores. 300 wide.
Little Dog Lake	—	—	—	1 58	360·88	44 46	1½ miles wide. High shores. Rocky.
Great Dog Portage	8	—	347·81	1 54	708·69	46 20	Over high mountain. Summit of portage 591, or Little Dog.
Great Dog Lake	—	—	—	8 00	708·69	54 20	To mouth of Dog River.
Dog River Current	—	—	6·18	25 21	714·87	79 41	To foot of 1st Rapid. Current 3″ per mile.
1st Rapid	—	—	1·00	0 4	715·87	79 45	River 1 chain wide. 2 feet deep. Rocky bottom.

Table showing the Heights and distances of the Different Breaks which occur in the Hudson's Bay Canoe Route, between Fort William, Lake Superior, and Fort Garry, Red River, &c.—(*continued*).

Name.	Number of Portage.	Number of Discharges.	Height.	Length.	Reduced Level.	Distance from Lake Superior.	Remarks.
			′ ″	Ms. Chs.	′ ″	Ms. Chs.	
Current	—	—	·25	0 20	716·12	79 65	1½ wide.
Rapid, Semi-discharge	—	4	3·80	0 1	719·92	79 66	High hills. River 2 chains wide.
Current	—	—	·50	1 45	720·42	81 31	
Portage du Jordain	9	—	8·60	0 7	729·02	81 38	Rocky Chute.
Current to Portage de l'Eau Froide	—	—	·25	3 14	729·27	84 52	Through narrow Creek and small Lakes. Marshy.
Portage de l'Eau Froide	10	—	·76	0 5	730·03	84 57	Into Lac de l'Eau Froide.
Lac de l'Eau Froide	—	—	—	0 5	730·03	84 62	Lake 3′ deep. Clean water. Temperature 40°.
Prairie Portage	11	—	157·12	2 50	887·15	87 32	Height of land. Sandy level.
Small Lake	—	—	—	0 20	887·15	87 52	Highest water.
Portage de Milieu	12	—	16·39	0 39	870·76	88 11	Descending.
Lac de Milieu	—	—	—	1 00	870·76	89 11	Marshy.
Savanne Creek	—	—	—	0 6	870·76	89 17	Leading to Savanne Portage. Outlet of Lake.
Great Savanne Portage	13	—	31·67	1 41	839·09	90 58	Tamarac Swamp.
Savanne River	—	—	7·00	20 00	832·09	110 58	To Lake of Thousand Islands. River 1 chain wide.
Lake of a Thousand Islands	—	—	—	24 58	832·09	135 36	Clear Navigation. Deep.
Portage Baril	14	—	+1·86	0 17	833·95	135 53	Into Lac de Baril, which is above 1000. Lake 1′86.
Baril Lake	—	—	—	7 43	833·95	143 16	Half-mile wide. Rocky shore and Island.
Brulé Portage	15	—	47·02	0 21	786·93	143 37	A Creek connects these Lakes.
Creek	—	—	—	0 6	786·93	143 43	Sluggish Creek.
Cannibal Head Lake	—	—	—	7 69	786·93	151 32	Half-mile wide, with Narrows 1 chain.
Rapid, Semi-discharge	—	5	2·50	0 3	784·43	151 35	Very narrow and rocky.
Small Lake	—	—	—	2 69	784·43	154 24	From 1½ to 3 chains wide, with Narrows 50.
Creek	—	—	1·00	0 3	783·43	154 27	10 wide. Shoal.
Creek Current	—	—	·50	0 10	782·93	154 37	20′ to 50′ wide. 1 foot water in places.
Rapid	—	—	2·00	0 11	780·93	154 48	Shoal, with boulders.
Pond	—	—	—	0 7	780·93	154 55	5 chains wide.
Creek to French Portage	—	—	3·50	0 60	777·43	155 35	2 chains wide. Shoal.
Great French Portage	16	—	99·71	1 60	677·72	157 15	Rough and rocky, with swamps.
Lake Francis	—	—	—	1 17	677·72	158 32	20 chains wide.
River	—	—	·25	1 42	677·47	159 74	Winding. 100 wide. Deep water.
Pickerel Fishery Lake	—	—	—	8 35	677·47	168 29	60 chains wide, with Narrows 100.
Portages des Morts	17	—	6·90	0 26	670·57	168 55	
Lac Doré Dalles	—	—	—	1 33	670·57	170 08	20 chains wide.
Portage des Deux Rivières	18	—	117·22	0 26	553·35	170 34	
Small Lake and Creek	—	—	—	1 32	553·35	171 66	Leading to Sturgeon Lake.
Upper Sturgeon Lake	—	—	—	6 64	553·35	178 50	28 chains wide.
Creek	—	—	·50	1 00	552·85	179 50	Marshy. 1 chain wide.
Lower Sturgeon Lake	—	—	—	6 40	552·85	186 10	1 mile wide. Narrows 10 chains wide.
1st Sturgeon Rapids	—	6	4·51	0 11	548·34	186 21	Semi-discharge.
Small Lake	—	—	—	0 15	548·34	186 36	20 chains wide.
2nd Sturgeon Rapid Portage	19	—	6·21	0 3	542·13	186 39	Fall 3 chains wide.
Rapid	—	—	5·00	1 40	537·13	187 79	Run by canoes.
Current	—	—	1·00	0 20	536·13	188 19	3 chains wide.
Rapid	—	—	4·00	0 6	532·13	188 25	Run by canoes.
Current	—	—	0·80	0 35	531·33	188 60	5 chains wide.
Rapid	—	—	0·50	0 3	530·83	188 63	Run by canoes. Shoal.
Current	—	—	1·50	2 65	529·33	191 48	
Rapid	—	—	1·50	0 2	527·83	191 50	Run by canoes. Shoal.
Small Lake	—	—	—	2 30	527·83	194 00	15 chains wide.
Tanner's Rapid, Mininis Fall	—	7	6·00	0 5	521·83	194 05	Semi-discharge. Generally portaged.
Current to Small Rapid	—	—	3·00	2 33	518·83	196 38	River 3 to 5 chains wide.
Small Rapid	—	—	·75	0 2	518·08	196 40	River 5 chains wide.
Current	—	—	1·50	2 16	516·58	198 56	River 5 chains wide.
Island Portage	20	—	10·06	0 2	506·52	198 58	Portage made on rock.
River to Pine Lake	—	—	1·50	2 65	505·02	201 43	5 chains wide, with Narrows of — chains.
Pine Lake	—	—	—	6 32	505·02	207 75	Lake 2 miles wide, stretching far to South.
Macan River—Current to Rapid	—	—	1·00	1 16	504·52	209 11	River 5 chains wide.
Small Rapid	—	—	2·00	0 16	502·52	209 27	River 4 chains wide,—run this rapid.
Snake Portage	21	—	12·14	0 5	490·38	209 32	Rocky Chute. Dangerous approach to portage.
River to Crow Portage	—	—	1·50	3 01	488·88	212 33	River 4 chains wide.
Crow Portage	22	—	9·88	0 9	479·00	212 42	River 3 chains. Very rocky. River in two channels.
Current	—	—	1·25	3 60	477·75	216 22	River from 6 to 20 chains wide,with Islands.
Small Rapids	—	—	1·	0 1	476·75	216 23	River 6 chains wide.
Current	—	—	1·50	3 50	476·25	219 73	8 chains wide.
Rapid	—	—	2·00	0 3	473·25	219 76	8 chains wide.
Current to head of Grand Falls	—	—	·75	1 16	472·50	221 62	River from 4 to 20 chains wide.
Grand Falls, Macan River	23	—	16·08	0 6	456·42	221 68	River 6 chains wide. Rocky Island. Approach dangerous.
Current	—	—	·75	1 44	455·67	223 32	River 20 chains wide. Islands.
Long Rapids	—	—	10·00	1 00	445·67	224 32	Run in descending, but dangerous. Portage ascending.
Current	—	—	0·50	1 52	445·17	226 04	River 4 chains wide.
Nameaukan Rapid	—	—	7·00	0 15	438·17	226 19	Run descending. Portage ascending. Very rough.
Current to Nameaukan Lake	—	—	·50	1 54	437·67	227 73	River 5 chains wide.
Nameaukan Lake	—	—	—	6 63	437·67	234 56	Lake half-mile wide, with Islands 5 miles at end.

Table showing the Heights and Distances of the different Breaks which occur in the Hudson's Bay Canoe Route, between Fort William, Lake Superior, and Fort Garry, Red River, &c.—(*continued*).

Name.	Number of Portage.	Number of Discharges.	Height.	Length.	Reduced Level.	Distance from Lake Superior.	Remarks.
			″	Ms. chs.	′ ″	Ms. chs.	
Portage No. 1.	24	—	8·55	0 6	429·12	234 62	Into pond.
Pond or Creek	—	—	—	0 20	429·12	235 02	1½ chains wide. Marshy.
Portage No. 2.	25	—	·21	0 11	428·91	235 13	To level of Rainy Lake.
Rainy Lake	—	—	—	34 59	428·91	269 34	To entrance of Rainy River.
Small Rapid, Rainy River	—	—	2·00	0 4	428·91	269 76	Run by canoes.
Current to Chaudière Falls	—	—	1·00	1 79	425·91	271 75	8 chains wide.
Chaudière Falls, Fort Francis	26	—	22·88	0 8	403·03	272 03	Portage on North side of Fall.
Rainy River Current	—	—	11·00	31 40	392·03	303 43	River about 15 chains. Clay banks.
1st Rapid Maniton	—	—	2·50	0 3	389·53	303 46	Rapid run. River narrows to 4 chains
Current	—	—	3·50	7 40	386·03	311 06	River wide and navigable.
2nd or Long Rapid	—	—	3·00	0 5	383·03	311 11	Run by canoes. Narrows.
Current	—	—	9·00	30 20	374·03	341 31	To Dead Water River. Narrows.
From end of Current to Lake of the Woods.	—	—	—	5 00	374·03	346 31	Dead Water.
Lake of the Woods	—	—	—	64 17	371·03	410 48	To Rat Portage.
Rat Portage	27	—	15·98	0 13	358·05	410 61	Hudson's Bay Company port channels through many islands.
Winipeg River : current	—	—	2·00	9 28	356·05	420 9	Lake narrows and islands—rocky shores.
1st Rapid des Dalles	—	—	3·00	0 10	353·05	420 19	River 2½ chains wide, run by canoes.
Current	—	—	·75	5 02	552·30	425 21	Through islands, occasional narrows.
Do.	—	—	·25	1 00	352·05	426 21	
To Semi-discharge Rapid	—	—	1·00	12 59	351·05	439 0	
Semi-discharge	—	8	5·50	0 03	345·55	439 3	One chain wide, high rocky bank, generally portaged.
Current	—	—	·25	1 00	345·30	440 3	Narrow channel, 4 chains wide.
Current	—	—	·50	0 54	344·80	440 57	High rocky cliffs, river 5 chains wide.
Rapid	—	—	3·00	0 03	341·80	440 60	River 5 chains wide.
Current to head of Yellow Mud	—	—	·25	0 24	341·55	441 4	„ „
Yellow Mud Falls	28	—	22·02	0 5	319·53	441 9	Heavy falls, portage steep, bad approach.
To small pitch at foot	—	—	—	0 5	319·53	441 14	
Demi-discharge	—	9	7·00	0 4	312·53	441 18	Very heavy pitch—run occasionally at high water.
Current to Pine Portage	—	—	·25	0 54	312·28	441 72	River 6 chains wide, high banks.
Pine Portage	29	—	8·24	0 10	304·04	442 2	River narrows to three chains.
Current to Cave Rapid	—	—	—	0 05	304·04	442 7	
Cave Rapid	—	—	4·00	0 03	300·04	442 10	Run—river narrows to 1½ chains.
River to Small Rapid	—	—	—	0 27	300·04	442 37	
Rapid	—	—	2·00	0 1	298·04	442 38	River 1 chain wide.
River to De l'Isle Portage	—	—	4·71	17 00	293·33	459 38	Varying in width from 8 to 40 chains rocky.
De l'Isle Portage	30	—	3·40	3 00	289·93	459 41	Sometimes run, but dangerous in three channels.
River (Lake Têtu)	—	—	—	3 24	289·93	462 65	Sixty chains wide, with many islands.
Current	—	—	·75	0 08	289·18	462 73	Seven chains wide.
Do.	—	—	3·00	11 12	286·16	474 5	From 3 to 8 chains wide—islands.
Do.	—	—	·75	0 59	285·43	474 64	From 3 to 8 chains wide.
Current to head of rapid	—	—	3·00	5 32	282·43	480 16	Rapid current.
Rapid	—	—	1·50	0 40	280·93	480 56	Rapid.
To head of Jocho	—	—	·25	0 16	280·68	480 72	
Chute à Jocho	31	—	13·00	0 05	267·68	480 77	Eight chains wide—rocky portages on rocks.
Small Rapid	—	—	1·00	0 02	266·58	480 79	Run—heavy water.
Current	—	—	·50	0 70	266·18	481 69	
To head of 1st Point des Bois	—	—	3·00	6 60	263·18	488 49	River 20 chains wide—numerous islands.
1st Point des Bois Falls	32	—	10·50	0 13	252·68	488 62	River 15 chains.
River to head of 2nd Chute	—	—	—	0 05	252·68	488 67	„ „
2nd Point des Bois Falls	33	—	19·92	0 05	232·76	488 72	River 20 chains wide, rocky in three channels.
Current to 3rd Chute	—	—	1·50	1 16	231·26	490 8	River 15 chains wide.
3rd Point des Bois Falls	34	—	7·80	0 03	223·46	490 11	River 20 chains wide in three channels.
Current	—	—	1·00	0 72	222·46	491 3	
Current to Slave Falls	—	—	·25	2 74	222·21	493 77	River about 20 chains wide.
Slave Falls	35	—	19·80	0 30	202·41	494 27	Perpendicular fall—dangerous portage.
Current	—	—	1·00	5 44	201·41	499 71	River 15 chains wide.
Rapid	—	—	1·50	0 18	199·91	500 9	Run, at the head of Barrière Chute.
Barrière Chute	36	—	4·97	0 03	194·94	500 12	Very heavy whirlpool below the fall.
Small Rapids	—	—	1·00	0 24	193·94	500 36	
River	—	—	·25	1 22	193·69	501 58	Twenty chains wide.
Current	—	—	·50	0 24	193·19	502 2	„ „
To Otter Falls; current	—	—	1·00	4 75	192·19	506 77	„ „
Otter Falls	—	—	3·00	0 10	189·19	507 7	Run—this rapid very bad and dangerous.
Current	—	—	1·50	2 42	189·69	509 49	
Do.	—	—	·75	2 34	186·94	512 3	
Rapid	—	—	2·00	0 06	184·94	515 9	River 4 chains wide.
To head of Seven Portages	—	—	·33	1 68	184·61	513 77	Banks low, 10 chains wide.
1st of Seven Portages	37	—	10·23	0 06	174·38	514 3	These portages are all on short rocky points, the approaches to the portages are exceedingly dangerous.
Current to 2nd Chute	—	—	·13	0 05	174·25	514 8	
2nd Chute	38	—	8·47	0 05	165·78	514 13	
Current to 3rd Chute	—	—	·16	0 10	165·62	514 23	
3rd Chute	39	—	5·60	0 08	160·02	514 31	
Current to 4th Chute	—	—	·25	0 40	159·77	514 71	
4th Chute	40	—	7·68	0 03	152·09	514 74	
Current to 5th Chute	—	—	·75	0 48	151·34	515 42	

Table showing the Heights and Distances of the different Breaks which occur in the Hudson's Bay Canoe Route, between Fort William, Lake Superior, and Fort Garry, Red River, &c.—(*continued*).

Name.	Number of Portage.	Number of Discharges.	Height.	Length.	Reduced Level.	Distance from Lake Superior.	Remarks.
			′ ″	Ms. chs.	′ ″	Ms. chs.	
5th Chute	41	—	2·90	0 4	148·44	515 46	Sometimes run—very dangerous.
Current to 6th Chute	—	—	·30	0 5	148·14	515 51	
6th Chute	42	—	8·13	0 5	140·01	515 56	
Current to 7th Chute	—	—	1·50	0 60	138·51	516 36	
7th Chute	—	—	4·75	0 6	133·76	516·42	Run, but dangerous—portage ascending.
Current to Lac de Bonnet	—	—	3·50	10 44	130·26	527 16	Land improves, clay soil—poplar and birch.
Lac de Bonnet	—	—	—	6 9	130·26	533 25	
Narrows at outlet	—	—	1·00	0 7	129·26	533 32	Three chains wide—rocky.
1st Gala de Bonnet	43	—	1·00	0 1	121·95	533·33	Short rocky fall.
Current to 2nd Gala	—	—	·16	0 74	121·79	534·27	
2nd Gala de Bonnet	44	—	5·00	0 4	116·79	535·31	
To head of Big Bonnet Chute	—	—	2·00	3 51	114·79	532 2	River 8 to 10 chains wide.
Big Bonnet Falls	45	—	34·23	0 51	80·56	538 53	Fine level portage.
Current	—	—	1·00	0 72	79·56	539 45	Ten chains wide—strong current.
Portage Rocher de Bonnet	46	—	8·25	0 6	71 31	539 51	
Current to head of White Mud	—	—	1·00	2 2	70·31	542 33	Thirty chains wide.
White Mud Falls Portage	47	—	13·05	0 15	57·26	542 48	„ „
Current to Silver Falls	—	—	·75	2 68	56·51	545 36	
1st Silver Falls Portage	48	—	6·06	0 7	50·45	545 43	} Sometimes made by one portage.
To 2nd Portage	—	—	—	0 5	50·45	545 48	
2nd Silver Falls Portage	49	—	15·56	0 13	39·89	545 61	
Current	—	—	1·50	3 18	33·39	548 79	River 15 chains wide.
Rapid	—	—	2·00	0 6	31·39	549 5	River 10 „
Current	—	—	·75	0 68	30·64	549 73	
Rapid	—	—	3·00	0 7	27·64	550 0	River 9 „
Current to Pine Portage	—	—	·25	0 68	27·39	550 68	
Pine Portage and Falls	50	—	8·35	0 12	19·04	551 0	Fifteen chains wide—last portage.
Current	—	—	·50	1 34	18·54	552 34	
Small Rapid "Manitou"	—	—	1·00	0 2	17·54	552 56	Eight chains wide.
Current to dead water	—	—	·75	4 28	16·79	556 64	Fort Alexander, Hudson Bay Company post.
Lake Winipeg	—	—	—	2 0	16·79	558 64	Mouth of the River Winipeg.
Do.	—	—	—	44 98	16·79	404 2	Mouth of the Red River.
Red River	—	—	—	6 25	16·79	610 27	Through marsh.
Indian Settlement	—	—	·25	8 71	17·04	619 18	Current.
Stone Fort	—	—	1·75	7 64	18·79	627 2	
Current	—	—	·25	1 44	19·04	628 46	
Do.	—	—	3 0	2 33	22·04	630 79	
Rapids	—	—	2 0	0 2	24·04	631 1	Grand Rapids, two feet water.
Current	—	—	9 50	8 38	32·54	639 39	
Fort Garry	—	—	2 0	7 51	34·54	647 10	Mouth of Assiniboine.

Fort Garry, Red River Settlement,
December 10, 1857.

(Signed) W. H. E. Napier.

Sir, Red River Settlement, December 17, 1857.

As such a length of time has elapsed since the date of my last report, I beg to state, in explanation, that I was detained for some weeks at the Winipeg River by illness, having caught a fever which had been prevalent among the canoemen for some time previous, and that since I came here there has been no suitable opportunity by which a report, with the necessary plans, could have been sent to Canada.

I have now the honour to report that the party under my directions are engaged in exploring the country between this place and the Lake of the Woods; but before referring more particularly to their operations, I would respectfully submit to your notice a brief report on the country through which we have passed, describing the route as it now is, and explaining the manner in which I think the communication between Red River and Lake Superior could be most effectually and economically opened up.

We came by the usual canoe route from Fort William, following the Kaministiquia, the Rainy, and the Winipeg rivers.

The principal difficulties on this route are to be met with, in the first place, on the Kaministiquia River, between Lake Superior and Dog Lake; in the next, between the Lake of a Thousand Lakes (Lac de Milles Lacs) and Rainy Lake, and, again, between the Lake of the Woods and Lake Winipeg.

The Kaministiquia for ten or twelve miles upwards from Lake Superior has a smooth course; rapids then occur in close succession, for ten or twelve miles further, to the Grand Falls, but canoes can be either towed or poled up these with tolerable facility. Within the next ten miles the river makes a descent of about three hundred feet, forming many serious obstructions to the navigation, with but short intervals of quiet water between them. On this portion of the route there are numerous portages, half portages, and rapids which render the ascent of canoes extremely tedious and difficult. After this there is a short reach of quiet water to the Great Dog Portage. There the river makes a descent of three hundred and forty-seven feet, in the short distance of a mile and seventy-three chains. This is the steepest portage on the route, the summit of the ridge over which it passes being five hundred feet

above the level of the water at the lower end. Arrived at Dog Lake, the distance from Lake Superior, by the windings of the Kaministiquia, is about forty-six miles, while in a direct line from Thunder Bay, on that lake, it is only about twenty-four miles. It will at once occur that the rough and rocky Kaministiquia would be best avoided by making a road direct from Thunder Bay to Dog Lake, which would then be within half a day's drive of Lake Superior, instead of its taking nearly five days to reach it, as it did us by the Kaministiquia, although we were tolerably well manned and but lightly loaded.

Through Dog Lake the water is deep, and from thence to Jourdain's Rapid, a distance of about twenty-five miles, Dog River winds through a marsh, on either side of which the land rises to a considerable elevation. In this distance only one little rapid occurs, about three miles below Jourdain's, where there is a fall of three feet six inches. The fall at Jourdain's is eight feet six inches. Here the route diverges from Dog River, and for two miles follows a small brook, which is so narrow that the willows which fringe the margin on either side almost meet over it. Above this there are three small ponds, which, taken together, are scarcely a mile in length. The last of these ponds is called "Cold Water Lake," and it has usually been regarded as the source of the St. Lawrence.

The rise from Dog Lake to Cold Water Lake, I estimate at about eighteen feet. A dam, therefore, of sufficient height, thrown accross the outlet of Dog Lake, would have the effect of converting the marsh, through which, as just explained, Dog River winds, into a lake, and thus rendering the navigation easy between the road which should cross from Thunder Bay and the Prairie Portage. Nor would the dam have the effect of flooding a great extent of country, for the lands about Dog Lake are high, as they likewise are on either side of the lake just referred to.

Between Cold Water Lake and the Savanne River there are three portages, namely: the Prairie Portage, which crosses the dividing ridge between Cold Water Lake and the waters which flow towards the Winipeg; the Middle Portage, separated from the former only by a pond; and the Savanne Portage, about a mile from the Middle Portage. The entire distance from Cold Water Lake to the Savanne, River being about five miles. The country here is densely wooded, and the ground is in every respect favourable for a road. The Savanne Portage does not pass through a morass as is usually supposed but through an ordinary swamp, with about two feet of black earth over a bottom of hard clay, and having a fall of thirty-one feet eight inches in the distance of a mile and a half.

From the Savanne Portage, by the present route, there is a reach of forty-four miles, interrupted only by a little flood-wood in the Savanne River; but if the Lake of a Thousand Lakes and its discharge could be followed to the first rapids, there would then be a navigable reach of about seventy-four miles in a direct line, or eighty-four miles by the windings of the river and lake. The canoe route, however, diverges from the Lake of a Thousand Lakes at Baril Portage, and thence follows a chain of small lakes to the Maligne, or Nameaukan River, which flows into Lac la Croix, which again empties itself into Rainy Lake. Between these lakes the portages are long and difficult, and in the Nameaukan River there are many rapids and falls. Returning again to the Lake of a Thousand Lakes, the river which flows from it, according to the information we have from the Indians, discharges itself into the north-easterly arm of Rainy Lake, as shown on the accompanying plans. The distance between the two lakes is only about sixty miles in a direct line, but the river has never been followed as the canoe route, on account of the length of some of the portages. If a road could be made past the impediments, however, it would be the most direct route to Rainy Lake, and advantage would be taken of the long navigable reach in the Lake of a Thousand Lakes. The exploration of the stream which flows from this lake, as I shall presently explain, is a part of the work which we have in contemplation for the present winter.

Through Rainy Lake, and from thence by Rainy River and the Lake of the Woods to Rat Portage, in a distance of 164 miles, there is no impediment to the navigation except at Fort Francis, where a short portage has to be made past the Chaudière Falls, where there is a descent of twenty-two feet in a distance of seven chains. From the Lake of the Woods to Lake Winipeg, the distance, according to our estimate, is over 160 miles by the windings of the river, and the difference of level about 369 feet. The Winipeg is a river of immense volume, not much inferior in size, I should say, to the Ottawa, and the approach to the portages, and whirlpools, and eddies below them, are, in some cases, not unattended with danger. In this long distance, however, there are many smooth reaches, varying from four to twenty-five miles in length, as will be seen on reference to the accompanying table of levels and distances.* * Vide p. 48.

From the mouth of the Winipeg to the mouth of Red River, the distance, through Lake Winipeg, is about forty-five miles, and from thence to Fort Garry, at the mouth of the Assiniboine, about thirty-six miles. By this circuitous route, the total distance from the Lake of the Woods to Fort Garry is not less than 240 miles, while in a direct line from Fort Garry to Lac Platte, from which place to the Lake of the Woods, if I am correctly informed, there is no impediment, it is only ninety-six miles. A land road, therefore, over this distance would be a great improvement on the present route, inasmuch as the dangerous navigation of Lake Winipeg, and the numerous portages and rapids on the Winipeg River would be avoided, and the distance shortened by at least 140 miles; and although the distance would still be great for a land road, it must not be lost sight of that the means of transport are to be had here in abundance; the people of this settlement esteem it but a light thing to travel immense distances over the prairies in carts in search of buffalo, and in summer they go in the same way to St. Paul's, distant from this place, as the road winds, over 600 miles. This is an important consideration in estimating the advantage of a road from Fort Garry to the Lake of the Woods.

The length of land and water carriage from Lake Superior, by the route which I have thus imperfectly sketched out, would be nearly as follows:—

From Lake Superior to Dog Lake, allowing for curves, say land carriage . .	25 miles
Through Dog Lake and from thence to Cold Water Lake, supposing the navigation to be rendered practicable by a dam thrown across the outlet of Dog Lake—water carriage	35 „
From Cold Water Lake, over the Prairie, and past the Middle and Savanne Portages, to the Savanne River—land carriage	5 „

From the Savanne Portage, by the river of the same name, and through the Lake of a Thousand Lakes, to the rapids below its western extremity—water carriage . .	84 miles
From these rapids to Rainy Lake the distance is about sixty miles, but this part of the route is not yet explored; however, from the information we had from the Indians, it would be safe to allow two-thirds of the distance to be navigable, say, therefore— land carriage	20 „
And—water carriage	40 „
Through Rainy Lake, by the river of that name, and the Lake of the Woods, to the head of Lac Platte, interrupted only by the falls at Fort Francis, navigable for . .	160 „
From Lac Platte to Fort Garry, allowing for curves, say—land carriage . . .	100 „
Total distance . . .	469 miles

of which 150 miles would be by land, and the remaining 319 miles by water; the distance by the present route is not less than 635 miles, so that in this respect there would be a great saving.

Returning again to Lake Superior, and regarding the Kaministiquia apart from the numerous falls and rapids which embarrass its course, the water at its mouth is so shallow, as not to to admit the approach of vessels drawing over three feet, while in Thunder Bay, the water is of sufficient depth, and where, moreover, it is said, there is an excellent harbour sheltered by an island. This point, however, can be determined on reference to Captain Bayfield's charts, which I have not with me. If I am correct in supposing that the depth is sufficient, the advantage of having the terminus of the road where vessels of all sizes would approach it and lie in safety, taken in connexion with the shorter distance, will be a powerful argument in favour of having the road to cross from Thunder Bay, instead of following the more circuitous route of the Kaministiquia.

I shall now, for a moment, suppose the communication opened as proposed, and that merchandise is about to be sent through from Lake Superior to the Red River Settlement. In the first place, it would be necessary for those engaging in the forwarding business to have a depôt at the terminus of the road in Thunder Bay, and to maintain there the horses, oxen, and outfit necessary for the land transport. A like outfit would be required at the prairie carrying place, and at the carrying place or places which it might be necessary to have between the Lake of a Thousand Lakes and Rainy Lake, the number of horses and oxen at the respective stations being of course proportioned to the length of the road.

The next carrying place, at the Falls at Fort Francis, has been already alluded to as the only break in a reach otherwise navigable of 160 miles. If a considerable trade were established, it would, no doubt, be found advantageous to construct locks at these falls, but until such is the case, the portage being only 150 yards in length, over even ground, the present mode of transport can involve no great difficulty.

For the next and last carrying place, from the Lake of the Woods to Red River, no provision would have to be made, inasmuch as it would have its terminus, as already stated, where the means of transport are to be had in abundance, and where, moreover, an active and vigorous population are seeking an outlet for their produce, and a means of communication with the rest of the world. There are merchants now in this settlement who keep boats, and contract with the Hudson's Bay Company for the conveyance of articles from York Factory, and I have no doubt that, were the route opened, they would be equally ready to contract with the Canadian merchants for the transport of their goods from Lake Superior. At all events, they might easily bring them from the head of Rainy Lake, provided, as they are, with the horses and carriages necessary for the land transport, and with boats for the water carriage.

The terminus of the road on Lake Superior being accessible from every port in Canada, it would not be difficult to maintain horses and oxen there, neither would it at Prairie Portage, inasmuch as, in the first place, it is only thirty-five miles from the road which should reach Dog Lake, and, in the next, as the land carriage would be but short, but few would be required. It will at once suggest itself, however, that at the carrying place or places between the Lake of a Thousand Lakes and Rainy Lake, the situation being remote from the resources available at either end of the route, it would not be so easy to provide forage for cattle, but this difficulty would not be so formidable as it may appear at first. Rainy Lake is not so far from Lake Superior,—there would be navigable water with only one break for nearly two-thirds of the distance, and all that would be required would be an occasional boatload of oats, the country would afford good pasturage, and wild hay could be had in abundance.

The next point to be considered is the sort of vessels that could be most advantageously used in the navigable reaches. Boats such as the Hudson's Bay Company have for the transport of articles from York Factory to the interior of the Continent would, perhaps, be the best, inasmuch as they are so light that they can be easily drawn over a portage, and of such capacity that they carry about four tons, while the cost of their construction is only about 25*l.* or 30*l.* In the long navigable reaches, larger boats might, no doubt, be used with advantage, and in the transport of merchandise a great saving would be effected by having a relay of them at every carrying place, as the Hudson's Bay Company have at the Methy Portage on the route to the Mackenzie River.

Having thus explained the manner in which I conceive the communication could be most advantageously opened up, it is but proper that I should endeavour to convey some idea of the cost of the undertaking; but, until further exploration takes place, any estimate that can be made must be regarded as the merest approximation. The country from the Lake of a Thousand Lakes to Rainy Lake is but little known. The present route between these Lakes is objectionable on account of the frequency of the portages and the shortness of the navigable reaches; rather than follow it, it would be better to have a land road, say sixty miles in length, all the way through but this would not be necessary, for, according to the information which we have, the discharge of the Lake of a Thousand Lakes is navigable throughout the greater part of its course, but the precise extent to which it is so can only be determined on further exploration. There remains also to be considered the route from Pigeon Bay, which has not yet at all been explored, with a view of

ascertaining its fitness for a line of communication. It has, however, been very accurately surveyed by the Boundary Commissioners, and on reference to Mr. Thompson's map, it will be seen that it has the objection of frequent portages, with but short navigable reaches; all the way from Lake Superior to Rainy Lake there is no such unbroken reach as that through the Savanne River and the Lake of a Thousand Lakes. It has, moreover, the disadvantage of being on the United States' frontier, and having many of the portages on the United States' territory.

Apart from this, however, until it is explored, it would be premature to offer any positive opinion regarding it. But to return to the question of cost, in reference to the route which I have ventured to propose, and which, I think, from what is yet known of the country, will be the one eventually adopted, and to begin with the line which we are now exploring, to the Lake of the Woods, to which place a road will be required, whatever route may be ultimately selected from Rainy Lake to Lake Superior. If the ground should not prove more difficult than we have found it so far,—and the party is now half way through,—a good road could be made at an outlay of 225*l.* per mile, that is, an earth road, about twenty-four feet in width, well grubbed, thoroughly drained and properly rounded, with log bridges over the brooks. Should it occur, however, that large streams are to be crossed, and we only hear of one, the Broken Head River, an additional estimate would have to be made for bridges. From Rainy Lake to the Lake of a Thousand Lakes, the country, so far as we could observe it or ascertain its character, is favourable for a road; it is neither very swampy nor very hilly, and I think that the same estimate of 225*l.* per mile would be ample for the extent of land road that might be necessary. From the Savanne River across the height of land to Cold Water Lake, a distance of five miles, a like sum per mile would be sufficient. From Dog Lake to Thunder Bay the country is hilly, but not more so than some of the districts through which a road has been made, within the last few years in Lower Canada. Here, however, a large allowance would have to be made, inasmuch as a considerable amount of grading would likely be necessary. I should, therefore, say for this part of the route 400*l.* per mile.

The stream which rises from Dog Lake being but small, a dam of sufficient height to flood the narrow marsh through which Dog River winds to a navigable depth might be constructed at at outlay of, at most, 2,000*l.*

According to this estimate, which, however, is made from very imperfect data, the total sum required to open the route as proposed would be nearly as follows :—

	£	s.	d.	£	s.	d.
One hundred miles of land road from Red River Settlement to Lac Platte, between which and the Lake of the Woods there is supposed to be no impediment, at 225*l.* per mile, would amount to	22,500	0	0			
Twenty miles of land road, allowing that so much would be required, between Rainy Lake and the Lake of a Thousand Lakes, at 225*l.* per mile, would amount to	4,500	0	0			
Five miles across the height of land from the Savanne River to Cold Water Lake, at say 225*l.* per mile	1,125	0	0			
	28,125	0	0			
Twenty-eight miles from Dog Lake to Thunder Bay, the country being hilly allow, say, 400*l.* per mile, which would amount to	11,200	0	0			
To build a dam across the outlet of Dog Lake, say	2,000	0	0			
To clear away the flood wood in the Savanne River, and cut down the overhanging trees, say	250	0	0			
Add, for the bridging of considerable streams throughout the line, say	2,500	0	0			
				44,075	0	0
Allow to complete the surveys and to have the line thoroughly located in the most advantageous ground				7,500	0	0
Total				£51,575	0	0

This is a large sum of money, but the advantages which the Province would derive from opening the communication would soon afford an ample compensation for the outlay; it requires no argument to prove this, when it is considered with what vast regions it would be the means of establishing an intercourse, what a field for colonization it would open up, and what a trade it would in the course of a few years pour through Canada.

It has been urged that, as this was once the route of the great Canadian North-West Company to their trading establishments in the interior of the Continent, and that as it was then an highway of a great traffic, all that is required now is to put the carrying places in the same order as they were in at that time. But this is a mistake: the route was not suited then, any more than it is now, for the purposes of a general commerce. Heavy articles could not be transported over it, and the enormous profits of the fur trade alone enabled the company to sustain the cost of the conveyance of light ones. On the other hand it would be easy to suggest a mode of opening the communication, which, could it be carried out, would be more perfect than that which I have proposed, although not so economical. Thus, a system of canals or railroads all the way through may appear at first sight to be a feasible project; but it must be borne in mind that the country between Lake Superior and Red River, although well adapted for settlement throughout the greater part of its extent, is as yet but a wilderness, and until settlement has advanced, and emigration taken this direction, to the vast and fertile prairies of the West, I conceive that it would be premature to entertain such schemes.

As the adaptation of the country on this route for settlement is a very important point to be considered in connexion with opening the communication, I trust I shall not be considered tedious, if I endeavour to convey as clear an idea on this head as I possibly can. To begin at Lake Superior, the lower part of the valley of the Kaministiquia, that is, from Fort William upwards to the Grand Falls, is, unquestionably, well adapted for settlement. The country is comparatively level, and to judge from the growth of wood and the luxuriance of the vegetation when we passed, the soil must be good. There is already an Indian settlement at a bend of the river a short distance from Fort William. Here the

Rev. Mr. Choné has established a mission and built a commodious church. This gentleman has spent many years in the country, and from him we obtained much valuable information in regard to the climate and soil. According to his observations, the Kaministiquia never freezes over sooner than the 3rd, nor later than the 18th of November, and seldom breaks up earlier than the 23rd of April.

The soil where the Indians are settled he describes as not being very good, on account of its being too low, but further up the river he said the land was better, and well adapted for the growth of cereals. From the Kakabeka, or Grand Falls, upwards to Dog Lake, the river is very rough, and its shores in general broken and rugged; although the soil here is not well adapted for settlement, large quantities of white pine are to be seen occasionally, which, sooner or later, must become a valuable article of commerce; and those who settled on the river lower down would have the prospect of profitable employment in preparing it for the market during the winter months, when their farms demand less of attention.

About Thunder Bay, I am inclined to think a settlement could be formed, and from thence by the road which should cross to Dog Lake; if, on exploration, the land should prove suitable, I do not think the climate would be found unfavourable. About Dog Lake, and from thence westward, for more than a hundred miles, to the lower extremity of the Lake of a Thousand Lakes, the country is at a considerable elevation, and the climate must be rather cold. The heights of this part of the route, allowing Lake Superior to be 641 feet above the sea level, are as follows:—

Dog Lake, above Lake Superior, 704 feet; above the sea, 1,345 feet. Pond at west end of Prairie Portage, 874 feet; above the sea 1,520 feet. Lake of a Thousand Lakes above Lake Superior, 823 feet; above the sea, 1,464 feet. In this high region the winters must be rather severe, and yet the growth of timber would not indicate a very cold climate, while the soil, more especially about the Lake of a Thousand Lakes, is apparently of good quality. At the carrying places settlers would no doubt find it their interest to establish themselves, but it is questionable if many would remain on the most exposed part of a route which led to more favoured localities.

Between the Lake of a Thousand Lakes and Rainy Lake the country appears to be greatly cut up with small lakes; indeed, so much is this the case, that it would be difficult to say whether it would be better described as land intersected by numerous lakes, or as one great lake with ridges of land running through it. On descending towards Rainy Lake, however, there is a very perceptible and evident change in the climate; the maple, elm, and oak begin to appear, the vegetation becomes more rank and luxuriant, and although the country is broken there are many fine situations where settlers might establish themselves with advantage, and there are those who would find a great inducement to do so, in the fact that the country abounds in game, which is but little hunted, and the lakes in fish of the finest description. Rainy Lake is so full of islands, and there are so many deep bays and indentures on the Canadian side, that it is difficult in passing through it by the canoe route to obtain a view of the main land. From all we can learn, however, there can be no doubt that there are many places favourable for settlement. This lake is on a lower level by 404 feet than the Lake of a Thousand Lakes, which partly accounts for the remarkable difference which evidently exists in the climate of the two.

Another reason may be found in the fact, that Rainy Lake lies in a sheltered valley, with a broad extent of high land to the north about the lake, and at many places before reaching it, there are extensive forests of pine, which, considering the vast extent of unwooded prairie country to the west, must at some period become the staple of considerable commerce.

At Fort Francis, two miles below Rainy Lake, the Hudson's Bay Company have a farm, where we saw wheat and potatoes growing to perfection. Mr. Pether, the gentleman in charge of the establishment, informed us that, in regard to climate, he considered the country much the same as Montreal, of which place I understood him to say he was a native, only that he believed the winter at Fort Francis to be a little colder.

Rainy River, which forms here the boundary between Canada and the United States, is a magnificent stream, varying from 150 yards to a quarter of a mile in width, and flowing with a winding course through a valley of deep alluvial soil. The banks rise from the height of thirty to forty feet, with a gentle slope to the river, while back of that the country is apparently level. The prevailing growth of wood is poplar, as in the rich alluvial soil at Red River, but the balm of gilead tree is abundant, and elm in many places line the margin of the stream. As this is the finest country for settlement on the route, I shall here, with your permission, transcribe an extract from my journal, in which I have described it more at length:—

"23rd August 1857.—Start at daybreak, and continue our course down Rainy River. There is no change to note in the appearance of the country; the broad river glides on between banks, which on either side are clothed with forests of the most luxuriant green, broken only, as yesterday, by an occasional little Indian clearing, of which the artichoke and wild oats have taken undisputed possession. About 8 a.m. we run a little rapid, on the north side of which there is an extensive old clearing, with two mounds like little pyramids, evidently raised at some period by the hand of man. We ascend one of these, which may be about forty feet in height, with a breadth of 100 feet at the base. It is covered with a rank growth of weeds and wild oats, and asking the Indian guide for what purpose such mounds had been raised, he replied that long ago a hostile tribe had penetrated into the country, and that the mounds were erected as earth houses (they go by that name in Indian), where the warriors of this tribe had sheltered their women and children. It is probable that they may have been erected as works of defence, for they overlook the river at a narrow point, where there is a rapid. It is possible, also, that they may be the burying-places of past generations of Indians, whose history has been forgotten by their descendants. On landing to dine to-day, I went a few miles into the woods, and found the soil of the richest description, growing poplar and balm of gilead trees of a very large size. We camp in the evening on a sandy point, the first we have seen growing red pine. The distance we have come to-day cannot be more than forty miles; such an extent of rich land without a break, or a country so well adapted for settlement, I have seldom seen. Rainy River does not seem subject to great floods; the trees on the bank grow within a few feet of the water as it now is; four feet over the present level, I should think the greatest height to which it ever attains. It is said, however, that it is sometimes as much as three feet lower, so that there may be a difference of six or seven feet between extreme low and high water.

"24th August 1857. Start at 20 minutes to 5 a.m., and breakfast late at the entrance of the Lake of the Woods; then set out on the Grande Traverse, find the lake covered with a sort of green scum or vegetable substance, which thickens as we proceed; at four miles from shore, try the temperature of water six inches below the surface, and find it to be 77° Fahrenheit; also measure the depth, which we find to be 35 feet; at 10 miles from shore, we sink the thermometer two feet below the surfare, and find the temperature to be 71° Fahrenheit, while the depth at the same distance is 36 feet, with a muddy bottom; at half-past 4 p.m., we reached a small island, where we dine, having made the Grande Traverse in four hours and forty minutes; there was not a breath of air as we crossed, and the cloudless sun beat down on the tepid water with great intensity. Notwithstanding the motion occasioned by the paddling, the thermometer in my canoe, and being in the sun, rose to 120°. After dinner we proceed on our course to Garden Island, now in sight. Clusters of beautiful islands appear to our right, some of which seem to be fertile, while others, on the contrary, are rocky and sandy, growing white pine, cypress, and poplar. In the evening, we camped on Garden Island, where we saw considerable fields of Indian corn, and where the Indians informed us that they had cultivated the land from time immemorial, and that they had never once known an instance of their crops being injured by frost. This should be rather conclusive as to the climate being not unfavourable to the growth of corn of all kinds. On the following day we were detained for some time by a strong gale of wind, which prevented us from leaving the island, and, on its abating a little, we had a visit from a large war party of Indians, who were encamped on an island not far distant. They came to question us as to our right to travel through their territory without asking their consent; but as the character and habits of these people has to be considered at some length, I shall not at present interrupt the subject under consideration, by alluding further to the interview we had with them."

From Garden Island to Rat Portage it is seldom that a view of the main land can be obtained. Islands appear at every turn, in a continuous labyrinth, which none but experienced guides could find their way through. These islands are in some cases covered with pine, while in others they are rocky and bare, or partially wooded. All accounts, however, agree in representing the main land as being in many places well adapted for settlement.

From Rat Portage downwards, by the Winipeg River, for about thirty miles, to the White Dog Island, the country appears somewhat hilly and broken; there are, nevertheless, occasional places where settlements might be formed with advantage. At the White Dog Island, there is the Indian Missionary establishment of Islington, in charge of the Rev. Mr. M'Donald, of the Episcopal Church. At this gentleman's house I was detained by illness, until the 1st of October, and had in consequence a good opportunity of observing the progress of the season. The first frost which affected the colour of the foliage in the least occurred on the 22nd September: up to that time the most delicate plants were untouched. Mr. M'Donald has a small farm, on which he grows wheat, potatoes, and a variety of articles, and several Indian families have settled beside him, who also cultivate the land for some extent, and with success.

Between Islington and Lake Winipeg, the shores of the river and the islands are in most cases rocky, and on approaching Lake Winipeg, the climate becomes evidently colder. The prevailing growth of timber in this long distance is poplar, but oak and elm are to be seen occasionally, and also balm of gilead, a species of poplar, which invariably indicates a good soil. Much of this extensive country is, no doubt, well fitted for settlement; but it will be observed that the route which it is proposed to open, does not follow the course of the Winipeg, but stretches across from the north-west angle of the Lake of the Woods to the Red River Settlement. This tract, so far as we have yet explored it, in point of soil, is not inferior to most other parts of Canada.

To recapitulate, the country about Thunder Bay and in the lower part of the valley of the Kaministiquia may be regarded as in every way suited for a considerable settlement. The high region again, across which the route lies for about a hundred miles, from Dog Lake to the western end of the Lake of a Thousand Lakes, may be cold, but there is nothing in the growth of the wood, or in the appearance of the soil, to indicate that it is not also, in many places, suitable for settlement. However, the climate is better on the western slope of these high lands between the Lake of a Thousand Lakes and Rainy Lake.

About Rainy Lake and from thence to Rainy River and the Lake of the Woods, following from the latter place the proposed route across to Red River, the country is, I think, as well adapted for settlement as any other part of North America. The climate is good, the soil in general fertile, water power is to be had in abundance, and in the woods there are many valuable kinds of timber. This, of itself, is a country of considerable extent; the distance from the head of Rainy Lake, by the proposed route, being about two hundred and sixty miles, and yet it is but small and insignificant when compared to the vast region with which the road would open a communication.

The Red River Settlement, of which I shall now endeavour to convey some idea, commences a short distance above Lake Winipeg, and follows the Red River for about fifty miles. At Fort Garry this stream is joined by the Assiniboine, which flows from the westward. Up this river a continuous settlement extends for twenty-five or thirty miles, and from thence there are occasional houses to the Grand Portage, which is about seventy-five miles from Fort Garry. The population, by the last census, was 7,000, but this, I believe, does not include the settlement at the Grand Portage, nor a small settlement on a stream called the Seine, which joins the Red River from the eastward. Neither does it comprehend a large number of Indians who encamp here in summer, nor a population of half-breeds, who follow the customs of their Indian ancestors, and live on the produce of the chase, without any fixed habitation, but who, nevertheless, regard Red River as their head quarters.

The soil throughout the settlement, and far beyond it in the prairies, is a rich alluvial deposit. But the extent of land under cultivation is not great in proportion to the population; nor is it to be wondered at, seeing that the settlers have no market for their surplus produce. They seem all, however, to have a great many horses and cattle, and there is scarcely a limit to the number they might keep, as hay and pasturage can be had to any extent in the prairies.

In other respects the settlement is far advanced; churches are to be met with at intervals, and there are several educational establishments, and a library. The importance of this little flourishing colony cannot be overrated, when considered in connexion with the great prairie region beyond it. It will

form a nucleus from whence settlements may spread in every direction; and it is at the commencement of what might be made, and will doubtless become, a great system of water communication. The Red River is navigable from this for a long distance to the south, beyond the United States' boundary. To the north there is no interruption to the further end of Lake Winipeg. The Assiniboine, which drains a great extent of the finest prairie land, is navigable for several hundred miles to vessels of light draught. The stream which flows from Manitoba Lake is navigable, and from Manitoba, I believe, there is no interruption to the Winipigoos Lake.

The Saskatchewan, which gathers its waters from a country greater in extent than the vast region drained by the St. Lawrence and all its tributaries, from Lake Superior to the Gulf, is navigable by either the north or south branch for more than a thousand miles of its course, with the single exception of a few rapids near its confluence with Lake Winipeg. So mild is the climate on the south branch of this great river that the Indians hunt the buffalo on horseback all winter, and so little snow is said to fall that snow shoes are seldom used.

That the extensive territory drained by the Saskatchewan and its tributaries is fit for settlement, in as far as regards climate, is fully proved by the success which attends the farming operations which are carried on, although on a small scale, at the various trading posts throughout the country, and by the fact that the cattle and horses at these establishments are generally left to forage for themselves during the winter.

As regards the soil, from what is yet known of the country, there is not perhaps on the globe so great an extent of territory so little broken by barren tracts. It is said indeed, that there are plains of drifting sand in some places, between the two great branches of the Saskatchewan, but the extent of these can only be ascertained on exploration.

Regarding the territory, however, in its general aspect, there is not in the universe a finer field for colonisation. It has a salubrious climate, and the soil in many places, as at Red River, is unsurpassed in fertility. Iron ore, coal, and salt, these indispensable articles to the wants of a community, are to be found in abundance, and the whole territory, from Lake Winipeg to the base of the Rocky Mountains, is intersected by navigable rivers and lakes.

Having thus briefly and imperfectly described the country with which is proposed to open a communication, I would respectfully invite your attention to the necessity of coming to some understanding with the Saultaux Indians, who inhabit the country about Rainy Lake and the Lake of the Woods. These people are well informed as to the object of our visit, and they have conceived the idea (to some extent reasonably enough) that the opening up of the communication and colonization of the country would deprive them of their hunting grounds, and, impressed with this conviction, they threaten to stop us even in carrying on the surveys and explorations, and indeed they have done so in one instance already. I have alluded to an interview which we had with a large party of them at the Lake of the Woods, I shall now, with your permission, describe it more particularly, as it will inform you in some measure as to the character of these people, and the views which they entertain. Before leaving Fort Francis it had been arranged that Professor Hind, the chief of the geological branch of the expedition, and I, should cross the country from the Lake of the Woods to Red River. We accordingly provided ourselves with two small canoes, each manned with two men, one of whom was an Indian guide engaged for the occasion. In the meantime we had been informed that a war party of the Saultaux were out against the Sioux, with whom they are constantly at feud, and that it was probable we should meet them, as we were going by the route which they usually follow on such excursions. Having encamped on Garden Island, in the Lake of the Woods, we were detained during the greater part of the following day by a gale of wind, which prevented us from leaving it. In the meantime our guide had conversed with some Indians, and they carried the intelligence of our arrival to the party just referred to, who were encamped on an island some miles off. In the morning sixteen painted warriors made their appearance, and told us that their chiefs desired to see us on their island, in order to learn from us the reason and the object of our visit. This invitation we declined, at the same time making the messengers a present of some tobacco, and such little articles as we could spare. Our reply was sent back to the chiefs, but most of those who had come remained with us, squatting themselves about the camp fire and talking of various subjects. A little after noon, the wind having somewhat abated, we observed thirteen canoes putting off from the island where the main body of the party was encamped, and as they approached Professor Hind and I arranged that he should keep notes of what took place while I conversed with the chiefs, through the medium of one of the men, who was an excellent interpreter, and quite familiar with their language. When the Indians arrived they drew their canoes on the shore, and coming up to our tent seated themselves in a semicircle about the fire. I do not think I ever saw a finer body of men: they were tall, some of them over six feet, and well formed, and they had a free, easy, and independent air about them, very unlike the subdued bearing of the Indians in the settled parts of Canada. With the exception of the principal chief they all had their faces painted in every variety of colour, in which, however, black and red were the predominant. They were evidently arranged in their best attire, most of them having hawks' feathers in their hair, which again was painted and tied with ornamented bands, except the scalp lock, which was painted red, and left free. Some of them were completely dressed, while others had only on a pair of embroidered leggings, with a blanket thrown carelessly about their naked forms. The principal chief alone, an aged man, wore no paint or ornament of any kind.

When they had all squatted themselves, I sat down in front of them, and after the pipe of peace, which, with them, is always a preliminary to discussion, had been smoked, the old chief rose, and said, "What brings the white man to our country?" I replied that we were travelling by order of the Canadian Government, and that we were on our way to Red River. He then said, "My children— "those you see about you are my children—have desired to have a conference with you; I leave them "to speak for themselves." Another chief then spoke, and, alluding in the first place to the deeds of their ancestors, asked us if we had seen a grave at the Great Falls, and said that that grave was the resting place of a mighty chief who had conquered all this country; that they were all descended from him, and that he had left them the woods and rivers as an inheritance, which they would sooner lose their lives than relinquish. He then taxed us very pointedly with our want of courtesy, in sending expeditions to the right and the left, in short wherever we chose, through their territory, without even so

much as coming to consult them or ask their consent; and concluded by saying that we must go by the old route. I replied that we had no wish to interfere with their privileges; that the director of the expedition had been pressed for time when he passed, but that I had no doubt he would make a point of seeing them when he came again; and then appealed to them, whether, as Indian chiefs and warriors, they should not rather forward the stranger on his way, than thus to stop him when they beheld him powerless. This had evidently a great effect upon them, for they consulted and argued a good deal among themselves before replying; another chief then spoke, and said that they all regretted very much the necessity of stopping us from going by the way which we had intended, but that they had made up their minds, and could not alter their decision; they saw what befel the Indians in other lands—a few white men first examine the country and its productions; others come after them, and the result always was, that the Indians lost the land, and the country which they had inherited from their fathers; he concluded by saying that we must go by the route which the white man had hitherto followed. It would be tedious to detail everything that passed in a conversation which lasted more than two hours. I argued the point with them in every way that I could think of, but they were very acute, and always ready with a reply; we tried the effect of presents, and said that if they sent two of their young men with us as guides, we should send them home with a quantity of tea and tobacco, and whatever else they might reasonably fancy. This they haughtily refused, saying that we might keep our presents, and reiterating that, as they were all of one mind, nothing could induce them to alter their decision. I then said to them, that as they had denied us the privilege of going the way we had intended, the least they could do was to furnish us with guides, to go by the Winipeg, as we were totally unacquainted with the route. Upon this the old chief at once indicated two young men, whom he at once ordered to accompany us; they obeyed with alacrity, and were ready for the journey in a few minutes, and I must say that it seemed to afford the whole party the greatest pleasure to have it in their power to oblige us in one way, after having thwarted us in another. During the conference they were grave and silent, only one speaking at a time, and although, if they had been evily disposed, they were the stronger party, they treated us throughout with the utmost deference and respect. The conversation or rather council once over, however, they crowded about the tent, and became quite friendly and familiar; one old chief made us promise that we should never come to the Lake of the Woods without going to see him on his island. We then divided the remainder of our tobacco among them, and after a friendly smoke they all shook hands with us, wished us a prosperous journey, and departed.

As the tribe to which these Indians belong inhabit a considerable part of the country which it is proposed to open, it becomes a matter of importance to learn their character, and ascertain the manner in which they may be best conciliated. This branch of the tribe, as I learn from a clergyman who has spent many years in a vain attempt to convert them, numbers about 800 warriors or hunters; but they are spread over an extensive country, and except in summer, when the fish is abundant in the lakes and rivers, they cannot collect in large numbers; they are the remnants of a very old and once powerful tribe, whose chief had his residence at Rainy Falls, and held sway from Sault Ste. Marie to the confines of the great prairies. They are generally accounted to have been among the bravest and most warlike of the Indian tribes, until that fearful scourge of the Indian race, the small-pox, reduced them to their present diminished numbers. They are still proud of their traditions, and very sensitive as to any encroachment on what they conceive to be their rights, and they still adhere pertinaciously to their old customs and ceremonies; every attempt to convert them to Christianity has failed, except in the case of Mr. M'Donald, at Islington, who has a congregation of about fifty, and Mr. Chroné, at Lake Superior, who has also a small congregation. But these latter can be hardly accounted as belonging to this branch of the tribe, for they never meet them in council, and have but little communication with them.

In dealing with them, therefore, it must be borne in mind that they are still the same barbarians that they ever were, and that, although they are perhaps among the most intelligent of the Indian tribes, and have many good traits of character, they are uncertain in disposition, and like all savages, ready to resort to violence on but slight provocation.

The United States Government, as I understand, has purchased from the same tribe a tract of land at the Grand Portage, for which they pay them a yearly sum in the shape of presents, and this I think would be the best way of dealing with the Indians at Rainy Lake and the Lake of the Woods. A tract of, say, ten miles in depth might in the meantime be taken up along the whole route, and if for relinquishing so much, they were paid in yearly presents of the articles they most value, such as blankets, tobacco, powder, shot, &c., they would find it their interest to offer no opposition to the operations which it might be necessary to carry on. In the meantime I think the surveys can be carried out by keeping up a friendly intercourse with them. Just before the close of the navigation I had a visit from another Saultaux Chief, who lives in the direction of Pembina. He came attended by sixteen followers, all of whom had their faces painted yellow, with black streaks down across the throat and cheeks. On introducing himself, he said that he had heard of the strangers from Canada, and that he had come such a long journey to bid them welcome to the country. I immediately got him and his party some refreshments, and when they had partaken of these gave them some trifling presents, when they went off, as I since learn, mightily pleased with their reception.

With regard to the operations which are now being carried on, two of my assistants, Mr. Gaudet and Mr. Russell, with a well-organized party, are exploring the country between this place and the Lake of the Woods; and in order more effectually to accomplish this, they are running a line direct across, on either side of which they examine the ground as they proceed. This line is now opened for more than half the distance through, and so far the only serious obstacle to making a road that has been met with is a morass about thirty chains in width, which, however, can be avoided by making a *détour*. My chief assistant, Mr. Wells, has been aiding me for some time past in compiling the Map which I send with this report. He will now be engaged for a few weeks in surveying the country from Fort Garry by the Red River and Winipeg Lake to the mouth of the Winipeg. When this survey, with the line to the Lake of the Woods, is completed, and connected with the survey of the Boundary Commissioners from Lake Superior, the geography of this part of the country will be accurately established. When the work now in hand is completed, we shall endeavour to explore the country between the Lake of a

Map.

Thousand Lakes and Rainy Lake. With regard to the accompanying map, the canoe route from Lake Superior to Rainy Lake is laid down from a sketch which I took in passing through. The Nipigon River, the stream entering the head of Black Bay, the two main tributaries of the Kaministiquia, Fish River and the Matawin, together with the upper tributaries of Dog River and the lower part of the Lake of a Thousand Lakes, are from Indian charts; from Rainy Lake to the lower end of the Lake of the Woods, the plan is reduced from the boundary survey, while the Winipeg River and Lake to the mouth of the Red River are from a sketch taken by Mr. Wells.

The annexed statement of levels can only be regarded as a close estimate, except where, as stated, actual measurements took place.

My assistants, Messrs. Wells, Gaudet and Russell, have all exerted themselves to forward the objects of the expedition to the utmost of their ability. Mr. De Salaberry, the bearer of this, although attached to another branch of the expedition, has been very energetic, and has rendered us all the most valuable assistance, and he now undertakes the long journey to Canada with the greatest alacrity. I have, therefore, much pleasure in recommending him to your favourable notice.

I have, &c.

The Hon. the Commisioner of Crown Lands, &c. (Signed) S. J. DAWSON.

LEVELS of the Kaministiquia and Winipeg Rivers, by the Canoe Route, from Lake Superior to Lake Winipeg.

No.		Distance.		Rise in Feet.	Height above Lake Superior.
		Miles.	Chains.		
1	Estimated rise from Lake Superior to lower end of Kakabeka or Grand Falls Portage :—				
	From Lake Superior to the first rapid on the Kaministiquia River, the rise is supposed to be 4 inches per mile, and the distance about 12 miles—				
	Dist. Rise in feet.				
	12 4·00				
	1st Rapid, estimated to be - - - - - - $\frac{1}{8}$ 2·50				
	Left Current, for two miles - - - - - - 2 1·50				
	2nd Rapid - - - - - - - - $\frac{1}{2}$ 3·00				
	3rd „ - - - - - - - - - $\frac{1}{6}$ 1·50				
	4th „ - - - - - - - - - $\frac{1}{2}$ 3·50				
	5th „ - - - - - - - - - $\frac{1}{8}$ 3·00				
	6th „ - - - - - - - - - $\frac{1}{4}$ 3·00				
	7th „ - - - - - - - - - $\frac{1}{8}$ 3·60				
	8th „ - - - - - - - - - $\frac{1}{2}$ 5·00				
	9th Swift current - - - - - - $1\frac{1}{4}$ 2·00				
	10th Paresseux Rapid, measured - - - - - $\frac{1}{5}$ 5·10				
	11th Rapid - - - - - - - - - $\frac{1}{4}$ 2·00				
	12th „ - - - - - - - - - $\frac{1}{2}$ 2·50				
	Three miles from this to the next rapid, the current being considerable, say 6 inches per mile - - - - 3 1·50				
	13th Rapid - - - - - - - - - $\frac{3}{4}$ 6·00				
	14th „ - - - - - - - - - - $\frac{1}{8}$ 3·50				
		22	45·99	53·20	53·20
2	Kakabeka Falls, including the rapids above and below, from the lower to the upper end of the portage, measured - - - - - - - -	-	62·00	119·05	172·25
3	Portage Ecarte, from the lower to the upper end, measured - - - -	-	37·61	62·65	234·90
4	$1\frac{1}{2}$ mile quiet water, 4 inches per mile - - - - - - -	1	40·00	0·50	235·40
5	Nicolet Portage, the canoes were towed up the rapid which passes this portage ; rise, including current above and below, estimated to be - -	-	10·00	6·50	241·90
6	Rapid, which the canoes are poled up, estimated to be - - - -	-	10·00	4·00	245·90
7	$\frac{1}{2}$ mile moderate current to Island Portage, including a small ripple - -	-	40·00	1·00	246·90
8	Island Portage, measured - - - - - - - - - - - -	-	3·00	12·62	259·52
9	Short Portage, immediately above the Island Portage, measured - - -	-	3·00	6·90	266·42
10	Mokaman Falls, measured - - - - - - - - - - -	-	4·00	19·25	285·67
11	Above the Mokaman Falls, four rapids occur in the space of a mile and a half, ascent in which was estimated as follows :—				
	1st Rapid, which the canoes are towed up - - - - - 3·00				
	2nd „ „ „ poled up - - - - - 2·00				
	3rd „ „ „ towed up - - - - - 3·00				
	4th „ „ „ poled up - - - - - 4·00				
		1	40·00	12·00	297·67
12	Half a mile of current, including a small ripple - - - - - -	-	40·00	1·00	298·67
13	3 miles moderate current, supposed to be 4 inches per mile - - - -	3	- -	1·00	299·67
14	Half Portage, ascent estimated to be about 5 feet in a distance of 10 chains -	-	10·00	5·00	304·67
15	A mile of quiet water, say - - - - - - - - 0·50				
	Rapid, which canoes are poled up - - - - - 8 ch. 4·00				
		1	8·00	4·50	309·17
16	Three miles of quiet water, supposed to be - - - - - 1·00				
	Rapid below old Matawan Fort - - - - - - - 3·00				
		3	- -	4·00	313·17
17	Two little rapids occur within a mile above the Matawan, rise, including current, between them - - - - - - - - 6·00				
	Two and a half miles moderate current to next rapid, say 4 inches per mile - - - - - - - - - - - - 00·83				
		3	40·00	6·83	320·00
18	Rapid Fall, estimated - - - - - - - - - - -	-	5·00	4·00	324·00
19	Two miles of considerable current, say 6 inches per mile - - -	2	- -	1·00	325·00
20	Rapid, which canoes are poled up, estimated to be - - - - 4·00				
	$1\frac{1}{2}$ mile considerable current to next rapid - - - - - 00·75				
		1	40·00	4·75	329·75

Levels of the Kaministiquia and Winipeg Rivers, &c.—(*continued*).

No.		Distance.		Rise in feet.	Height above Lake Superior.
		Miles.	Chains.		
21	Two rapids occur within half a mile below the Little Dog Portage, the rise in which is about—				
	First rapid - - - - - - - - - - 3·00				
	Second do., half portage - - - - - - - - - 4·00				
	Intermediate current - - - - - - - - - 1·00				
		- -	40·00	8·00	337·75
22	Little Dog Portage, from foot to head, measured - - - - - - -	- -	8·00	19·94	352·69
23	Rapid immediately above Little Dog Portage, estimated - - - - -	- -	3·00	2·50	355·19
24	Three miles smooth water to the Great Dog Portage, supposed to be about four inches per mile - - - - - - - - - - - - - - -	3	- -	1·00	356·19
25	Great Dog Portage, from water level at the lower end to Dog Lake, measured	1	73·00	347·31	704·00
26	For the succeeding eight miles across Dog Lake, there is no perceptible current, and from thence for twenty-one miles upwards, the river of the same name winds through a marsh, with a very little current. The total rise to Cold Water Lake I estimate as follows - 21 miles.				
	Through marsh two inches per mile - - - - - - 3·50				
	Swift run at head of marsh - - - - - - - - 1·00				
	First rapid $\frac{1}{8}$ mile above swift run three chains in length, measured 3·80				
	Two miles and a half smooth water, two inches per mile - - 00·41				
	Second Rapid, Jourdain, measured - - - - $5\frac{1}{2}$ ch. 8·60				
	Three miles dead water from thence to Cold Water Lake, 3 inches per mile - - - - - - - - - - - 00·75				
		34	63·00	18·06	722·06
27	Prairie Portage from Cold Water Lake, the source of this branch of Dog River, to a small pond discharging itself into the Savanne River, being the summit water level by this route, between the water of the Kaministiquia and the Winipeg, measured - - - - - - - - - -	2	50·00	157·12	879·18
				Fall in feet.	Total fall from Prairie Portage.
28	Middle Portage measured - - - - - - - - - - - - -	- -	38·50	16·39	16·63
29	Savanne Portage, from the small lake at the west end of Middle Portage to the Savanne River, measured - - - - - - - - - - -	1	41·00	31·69	48·08
30	From the Savanne Portage to Lake of a Thousand Lakes, the descent for distance of twenty-four miles, the current being moderate throughout, is supposed to be about four inches per mile - - - - - - -	24	- -	8·00	56·08
31	In the Lake of a Thousand Lakes the current is supposed to be about one inch per mile for twenty miles - - - - - - - - - -	20	- -	1·66	57·74
32	Baril Portage, from the Lake of a Thousand Lakes to Baril Lake, ascent measured 1·86, distance 16·85 chains - - - - - - - - -	- -	16·85	1·86	55·88
	In Baril Lake, the discharge being very small in proportion to its size, there is supposed to be no appreciable current; the length of the lake is about -	8	40·00	- -	- -
33	Portage Brulé, from Baril Lake to Windegoostegeon Lake measured - -	- -	21·00	47·02	102·90
34	From the Brulé to Portage Français, a distance of ten miles, a succession of small lakes occur, with a moderate current between them, and at one place a little rapid, fall supposed to be six feet in ten miles - - - - -	10	- -	6·00	108·90
35	French Portage, from the brook at the east end to the lake at the west, measured	1	60·00	99·71	208·61
36	Lac Demarais or Pine Portage, measured - - - - - - - - - -	- -	26·00	6·90	-
	Thence across small pond to Deux Rivières Portage there is no appreciable current				
37	Deux Rivières Portage measured - - - - - - - - - - -	- -	32·00	117·22	332·73
38	From Deux Rivières Portage to the first rapid below Sturgeon Lake, a distance of about sixteen miles, there being a little current occasionally in the narrowest parts, allow, say one inch per mile - - - - - - -	16	- -	1·33	334·06
39	Rapid Decharge, half portage, measured - - - - - - - - -	- -	11·00	4·51	338·57
40	Second rapid below Sturgeon Lake measured - - 3·15 6·21				
	Intermediate current between it and the first rapid - - 5·00 0·50				
		- -	8·15	6·71	345·28
41	Two rapids, which the canoes run, occur below the above-				
	First rapid estimated - - - - - - - - - 2·50				
	Second do. - - - - - - - - - - - 4·00				
	Intermediate swift current - - - - - - - - 1·50				
		2	- -	8·00	353·28
42	Three miles and a half to Tanner's Rapid or Reef Portage, including a swift run, say - - - - - - - - - - - - - -	3	40·00	1·75	355·03
43	Tanner's Rapid, estimated - - - - - - - - - - -	- -	4·00	6·00	361·03
44	From Tanner's Rapid to Island Portage, the current being considerable, say 6 inches per mile - - - - - - - - - - - - - -	3	60·00	1·87	362·90
45	Island Portage, measured - - - - - - - - - - - - -	- -	0·13	10·06	372·96
46	Two miles and a half to Pine Lake, the current being considerable, say six inches per mile - - - - - - - - - - - - - - -	2	40·00	1·25	374·21
47	Pine Lake, seven miles and a half in length, allowing two inches per mile -	7	40·00	1·25	375·46
48	From Pine Lake to Snake Falls, the river being very rapid for a distance of two miles, fall estimated to be seven feet - - - - - - -	2	- -	7·00	382·46
49	Snake Falls measured - - - - - - - - - - - - - -	- -	5·00	12·14	394·60
50	Three miles from Snake Falls to the second rapid below Pine Lake, a strong current prevailing, say nine inches per mile - - - - - - -	3	- -	2·25	396·85
51	Second portage below Pine Lake measured - - - - - - - -	- -	8·00	9·88	406·73
52	In the next navigable space, between the second portage below Pine Lake and the high falls, two small rapids occur, which, with the intermediate current, were estimated as follows:—				
	First rapid - - - - - - - - - - - 2·00				
	Second do. - - - - - - - - - - - 2·50				
	Six miles intermediate current, six inches per mile - - 3·00				
		6	- -	7·50	414·23
53	High Falls measured - - - - - - - - - - - - -	- -	5·80	16·08	430·31

Levels of the Kaministiquia and Winipeg Rivers, &c.—(*continued*).

No.		Distance. Miles.	Distance. Chains.	Rise in feet.	Height above Lake Superior.
54	The succeeding space of five miles, in which two chains of heavy rapid occur, was estimated as follows:—				
	One chain of rapids three-quarter mile in length- - - 8·00				
	Two chains of rapids, one mile in length - - - - - 9·00				
	Three miles and a quarter intermediate strong current nine in. per mile 2·43				
		5	- -	19·43	449·74
55	Six miles and a quarter through Lac la Croix, supposed to be one inch per mile	6	40·00	00·54	450·28
56	Baré Portage, from Lac la Croix to a pond discharging itself into Rainy Lake, measured - - - - - - - - - - - - - -	- -	6·54	8·55	458·83
	From pond to Rainy Lake no fall, but a portage of eleven chains in length -	- -	11·00	- -	- -
57	Rainy Lake, forty miles from the lower end to the upper end, reckoning from Baré Portage, the current not being perceptible except in the narrow parts, say one inch per mile - - - - - - - - - - - -	40	- -	3·33	462·16
58	From Rainy Lake to Rainy Falls two small rapids occur.				
	Fall in first rapid at foot of lake, say - - - - - - 2·50				
	Fall in second rapid - - - - - - - - - 3·00				
	Two miles moderate current - - - - - - - - 00·50				
		2	- -	6·00	468·16
59	Rainy Falls at Fort Francis, measured - - - - - - - -	- -	7·77	22·88	491·04
60	In Rainy River, between Fort Francis and the Lake of the Woods, two small rapids occur.				
	The first, the Manitou, having a fall of about - - - - - 2·50				
	And the Long Rapid - - - - - - - - - 3·50				
	The intermediate current is considerable, but the volume of water being great, it would be produced by a fall of four inches per mile, which, for sixty-four miles would give - - - - - - 21·33				
		64	- -	26·33	517·37
61	In the Lake of the Woods, sixty-four miles in length, the fall may be about one inch per mile - - - - - - - - - - - - -	64	- -	5·33	522·70
62	Rat Portage measured - - - - - - - - - - - - -	- -	12·95	16·00	538·70
	Eight miles and a half to Les Dalles, four inches per mile - - -	8	40·00	2·83	541·53
63	Les Dalles, estimated - - - - - - - - - - - - -	- -	40·00	4·00	545·53
64	Twenty-four miles quiet water, supposed to average about two inches per mile	24	- -	4·00	549·53
65	Grande Decharge, estimated - - - - - - - - - - - -	- -	30·00	6·00	555·53
66	Two miles and a half from Grande Décharge to Yellow Mud, including a small rapid, estimated - - - - - - - - - 4·25				
		2	40·00	4·25	559·78
67	Yellow Mud Falls, measured - - - - - - - - - - -	-	5·20	22·02	581·80
	Rapids below Yellow Mud Falls, estimated - - - - - 7·00				
	Two miles and a quarter to Pine Portage, six inches per mile - - 1·25				
		2	40·00	8·25	590·05
68	Pine Portage, measured - - - - - - - - - - - -	- -	10·50	8·24	590·29
69	Rapids below Pine Portage—Cave Rapids - - - - - 4·00				
	From Pine Portage to Portage de l'Isle, twenty-one miles, estimated to be three inches per mile - - - - - - - - 5·25				
		21	- -	9·25	607·54
70	Portage de l'Isle, estimated - - - - - - - - - - -	- -	20·00	3·40	610·94
71	From Portage de l'Isle to Chute à Jacquot, twenty-five miles quiet water, supposed to be about two inches per mile - - - - - 4·16				
	A small rapid - - - - - - - - - - - - 1·00				
		25	- -	5·16	616·10
72	Chute à Jacquot, measured - - - - - - - - - - - -	- -	3·00	12·97	629·07
73	Rapid immediately below Chute à Jacquot - - - - - 1·00				
	Seven miles dead water, say two inches per mile - - - - 1·16				
		7	- -	2·16	631·23
74	First Pointe des Bois - - - - - - - - 12·72		10·50		
	Second do. - - - - - - - - - 4·90		19·92		
	Rapid - - - - - - - - - -		1·50		
	Third Pointe des Bois - - - - - - - - 2·80		7·80		
	Intermediate between the points - - - - - 1·20		2·50		
		1	40·42	42·22	673·45
75	Four miles from third Pointe des Bois to Slave Falls, quiet water, say three inches per mile - - - - - - - - - - - -	4	- -	1·00	674·45
76	Slave Falls measured - - - - - - - - - - - -	- -	30·40	19·80	694·25
77	Six miles from Slave Falls to La Barrière, estimated to be four inches per mile - - - - - - - - - - - - 2·0				
	La Barriére, measured - - - - - - - - - 4·97				
	Small Rapid below La Barrière - - - - - - - 1·00				
		6	- -	7·97	702·22
78	Six miles from La Barrière to Otter Falls, supposed to be about four inches per mile - - - - - - - - - - - - 2·00				
	Otter Falls, estimated - - - - - - - - - 3·00				
		6	- -	5·00	707·22
79	In the succeeding eight miles, from Otter Falls to the Seven Portages, three rapids occur, supposed to have a fall in a distance of two miles of - 6·50				
	Six miles intermediate strong current, supposed to be nine inches per mile - - - - - - - - - - - - 4·50				
		8	- -	11·00	718·22
80	Seven portages:—				
	First portage, measured - - - - - - - 4·20		10·23		
	Second, do. do . - - - - - - - 3·00		8·47		
	Intermediate rapid, estimated - - - - -		2·00		
	Third portage, measured - - - - - - - 5·20		5·60		
	Fourth do. do. - - - - - -		7·68		
	Fifth and sixth portage, measured - - - - -		11·03		
	Seventh portage, measured - - - - - -		4·75		
	Distance past the four last portages - - - - 60·00				
	Two miles rapid between portages estimated to have a fall of		4·00		
		2	72·40	53·76	771·98

Levels of the Kaministiquia and Winipeg Rivers, &c.—(*continued*).

No.		Distance.		Rise in feet.	Height above Lake Superior.
		Miles.	Chains.		
81	From the last of the seven portages to Galais du Bonnet, the distance is estimated at eighteen miles, for the first eight miles current supposed to be about six inches per mile - - - - - - - - - - 4·00 Ten miles smooth water in Bonnet Lake, say two inches per mile - 1·66	18	- -	5·66	777·64
82	Galais du Bonnet. 1st Galais, measured - - - - - - - - 7·30 7·31 2nd do. do. - - - - - - - - - 4·00 5·00 Between Falls, estimated - - - - - - - - 40·00 1·00	- -	51·30	13·31	790·95
83	Four miles considerable current to Grand Bonnet, six inches per mile - -	4	- -	2·00	792·95
84	Grand Bonnet, measured - - - - - - - - - - - -	- -	50·00	34·23	827·18
85	Thirty chains from Grand to Petit Bonnet, fall supposed to be - - 1·00 Petit Bonnet, measured - - - - - - - - 13·00 8·25	- -	43·00	9·25	836·43
86	Four miles from Petit Bonnet to White Mud Portage, strong current, say nine inches per mile - - - - - - - - - - - -	4	- -	3·00	839·43
87	White Mud Portage, measured - - - - - - - - - - - -	- -	15·50	13·05	852·48
88	Three miles and a half from White Mud Portage to 1st Silver Falls, a considerable current prevailing, say six inches per mile - - - - - -	3	40·00	1·75	854·23
89	Silver Falls— First Fall, measured - - - - - - - { 40 chains. } 6·06 Second do. do. - - - - - - - - { 40 chains. } 15·56 Two pitches below falls, estimated - - - - - - - - 4–00	- -	40·00	25·62	879·85
90	Five miles from Silver Falls to Pine Portage, the current being moderate, say four inches per mile - - - - - - - - - - - -	5	- -	1·66	881·51
91	Pine Portage, measured - - - - - - - - - - - -	- -	12·00	8·35	889·86
92	Eight miles from Pine Portage to Fort Alexander on the level of Lake Winipeg, the current being gentle, allow, say three inches per mile - - - -	8	- -	2·00	891·86

(Signed) S. J. Dawson.

Sir, Red River Settlement, March 15, 1858.

I have the honour to acknowledge the receipt of your letter of the 30th January, enclosing a draft on the Honourable Hudson's Bay Company for five hundred pounds (500*l.*) sterling, which has been duly placed to my credit at that Company's establishment at Fort Garry.

I enclose a report on the explorations which I am engaged in carrying on, which, after you have taken cognizance of its contents, you will oblige me by handing to the Hon. the Provincial Secretary.

Your instructions with regard to the exploration of the Rat and Roseau Rivers shall be duly attended to, immediately on the breaking up of the ice.

I beg leave to invite your notice to the suggestions which I have offered in reference to the further explorations in which it occurs to me that I and the party under my charge would be most advantageously employed, between the time of the completion of the service just alluded to and your arrival at Red River.

I have handed Mr. Napier a receipt for the instruments, and other articles, which in accordance with your instructions, he has placed in my charge.

I think with you that, considering the work in contemplation, I shall require four assistants, and in accordance with your suggestions will retain Mr. De Salaberry.

Trusting that the extent of exploration accomplished so far, during the winter, will meet with your approval, and that of the Government,

I have, &c.
(Signed) S. J. DAWSON.

George Gladman, Esq.,
Director Red River Settlement,
Hon. Provincial Secretary's Office, Toronto.

Sir, Red River Settlement, March 15, 1858.

In accordance with your memorandum of instructions, transmitted to me by the director of the Red River Expedition, I beg leave to submit to your notice through him, for the information of the Government, the following report on the progress which, with the aid of the party under my charge, I have made in the exploration of this part of the country since the date of my last report.

The accompanying rough sketch, which is hastily made up from the field notes, shows the position of Lac Plat, and the character of the region explored between that lake and the Red River Settlement.

In its general aspect the country is flat, presenting an appearance of an almost uniform level, with but slight elevations. It rises, nevertheless, though gradually and almost imperceptibly, to an elevation of nearly 400 feet above the level of Red River; and as there must be everywhere a sufficient fall for drainage, the prevalence of marshy ground, as indicated on the map, can only be accounted for on the assumption that the surface soil rests on a bottom impervious to the absorption of water, which, indeed, we have found to be generally the case where we have dug down in the low grounds

The exploratory line which, as explained in the report just referred to, I conceived it expedient to run in the first instance, is represented on the plan by a black dotted line; while the line dotted in red indicates the route which, on a critical examination, was found to be the most favourable for a road.

The total distance from Fort Garry to Lac Plat in a direct line is eighty-six miles; from the Rapids Church it is eighty-three miles and a half, and by the route it is proposed to follow as the line of road, ninety-one and a half. By the latter route thirty-one miles and a half would be over open prairie, and sixty miles through a wooded country. Wheeled vehicles can already be driven over the prairie with facility, except in very wet weather, and the wooded portion of the route is in every way favourable for a road. From the prairie to the White Mouth River, the soil is good, consisting, in general, of a dark loam, mixed with small angular pebbles of limestone. For some distance to the eastward of that river the country is of the same character. It then becomes more marshy, and on approaching Lac Plat, the growth of timber indicates a poorer soil. The whole region having been swept at no distant period by fire is not heavily wooded; and, as is usual in such cases, the prevailing growth on the higher grounds is poplar, while in the lower, cypress and spruce predominate. On the worst part of the line between White Mouth River and Lac Plat there is not over four miles which can properly be called swamp, and even where the ground partakes of that character, it presents no serious obstacle to the construction of a road, for beneath the surface coating of vegetable mould, the subsoil is either of a stiff clay, or course sand mixed with waterworn pebbles, as will be seen on reference to the annexed extract of a letter from my chief assistant, Mr. Wells, who spent nearly two months in examining the country to the east of the White Mouth River.

It will be seen, on reference to the map, that a line drawn from the Rapids Church to Lac Plat, would pass nearly parallel with the east branch of White Mouth River. It therefore appeared to me to be advisable to examine the country between the rapids and the point of confluence of the east with the main branch of that stream, and also to ascertain whether and to what extent the east branch was navigable. This route was accordingly examined, but on exploration it was found to be unfavourable throughout a considerable portion of its extent. A beautiful wooded country of the richest land conceivable extends for about twenty-five miles eastward from the rapids, but on approaching Broken Head River, the ground becomes marshy and maintains that character to the White Mouth River, the east branch of which, near its confluence with the main stream, is too rough to be available for either boat or canoe navigation.

Failing in finding a suitable line of communication by this route, I directed the explorations to the south, and in as far as regards the discovery of ground suitable for a road, with the most satisfactory result. The route indicated on the plan by the red dotted line, whether as regards economy of construction, the gentleness of grades that would be necessary, or the general adaptability of the land bordering on it for settlement, is, I may say, all that could be desired for a line of road: and the ground is throughout so even that a railroad will be easily constructed when colonization shall have advanced so far as to render such a work necessary.

By actual measurement the distance from Red River to the monument erected by the Boundary Commissioners at the north-west angle of the Lake of the Woods is less by sixteen miles than it is represented to be on the maps with which we were provided; so that assuming the position of the monument to be accurately established by careful astronomical observation, too great a longitude by about twenty-one minutes has been assigned to Red River. The mistakes to which this error has led we will be enabled to correct when the surveys and explorations now in progress are completed.

In my report of the 18th December I mentioned that the Indians who inhabit the country in the direction of the Lake of the Woods objected to surveys being carried on in their territory. When we had reached White Mouth River with the line, they sent us a haughty summons to stop our operations, and commanded the Indians who were in the party to leave us under pain of incurring their serious resentment. This summons we disregarded, but most of the men who were with us, taking alarm, left. I replaced them with others on whom I thought I could rely, and continued the work. In the meantime some of our party went through to Lac Plat, where they saw several Indian families. At first they met with a cold and sullen reception; gradually, however, the Indians became more friendly, and ere the survey was completed they rendered us the most valuable assistance in pointing out the direction of the streams and the position of the marshes and dry grounds. Some of them even came to visit me here, and when our people were withdrawn, they parted with them apparently with as much regret as they had evinced displeasure at seing them in the first instance.

In carrying on the explorations two small parties were employed; one under the direction of Mr. Wells to the eastward of White Mouth River, and the other under Mr. Gaudet between that stream and this place. On the 3rd instant, having completed the surveys in as far as they could be accomplished during winter, both parties came in. By the 8th I had them again equipped and sent Mr. Gaudet to scale by the Red River and Lake Winipeg to Fort Alexander, and in this service he is now engaged. On his return he will scale Red River to the boundary line at Pembina, noting the points of confluence of the Roseau, Rat, and other tributary streams. Mr. Wells is now on the Assiniboine, having been despatched at the same time to make a cursory survey of that river for 200 miles or so to the westward, or as far as the season will permit. These surveys will be attended with but an inconsiderable outlay, Mr. Gaudet having only three men with him and Mr. Wells but two, with a train of dogs.

Immediately on the breaking up of the ice I shall, in conformity with the instructions transmitted me by the director of the expedition, examine the Rat and Roseau Rivers; but after this service is completed there will still be an interval of some time, which can be employed in further exploration before Mr. Gladman can arrive from Canada: I would, therefore, respectfully recommend the expediency of occupying this time in exploring in the direction of the Manitoba and Winipegoos Lakes. The country bordering on these extensive sheets of water is represented as being admirably adapted for settlement, and presenting as they do such an extent of inland navigation it is of importance to ascertain whether the stream which connects them with Lake Winipeg is also navigable, and whether, as some voyagers report, there is a connexion at high water between Winipegoos Lake and the great Saskatchewan River. If it should be judged expedient to carry the exploration so far, it would not occupy much additional time to take the levels and ascertain the precise nature of the obstructions at the Grand Rapid,

which is said to be the only impediment to the navigation of the Saskatchewan, between Lake Winipeg and the base of the rocky mountains.

I could accomplish this exploration and return here to meet the director of the expedition by the 15th of June, which is about the earliest date at which canoes usually arrive from Lake Superior. If instructions on this subject were mailed at Toronto not later than the 16th April they would reach this about the 13th May, by which time I shall have completed the exploration of Rat and Roseau Rivers.

I have, &c.

(Signed) S. J. DAWSON.

The Hon. the Provincial Secretary, Toronto, C. W.

Extract of a Letter from Mr. Alexander Wells, Assistant to Mr. Dawson, dated White River, February 17, 1858.

Lac Plat is more a bay of the Lake of the Woods than a separate lake, its discharge being through a long deep bay, which in some places has the appearance of a broad river. This bay terminates in two ripples, distant from each other twenty-four chains. The first ripple is about twenty-three miles from the end of Gaudet's line, upon a course of about N. 70° E. I scaled through, but it is too cold to make a plan here. The fall in the first ripple is twelve or fourteen inches; in the second it is from five to seven inches, not more. The first ripple from deep water to deep water, is one hundred feet. The channel is sixty-six feet wide, and there is an average depth of two feet of water over the bar. The bar is of a loose friable slate, soft and easily removed. The second bar is only forty feet from deep water, in other respects it does not vary from the first. The water between and on either side of the ripples is very deep. I was surprised at the small quantity of water discharged from so large a lake, and searched for another outlet, but found none. The Indians assured me that there was no other discharge. They also said that at high water the current would be for some days from the Lake of the Woods into Lac Plat.

I had collected quite a lot of specimens, intending to send them by this opportunity, but my man has unfortunately sent the bag in which they were kept to the shanty. A specimen of the slate in the bar at the outlet of Lac Plat is, amongst others, in this bag. I send you, however, two specimens from the N. W. side of Lac Plat. The quartz I wish you would examine closely, as I think it contains sulphate of copper; the other is a kind of a flint, which the Indians here use for arrow heads.

In the bay of the Lake of the Woods, into which Lac Plat discharges itself, there is a small cut of trap rock, with veins of jasper. On one or two islands in Lac Plat I observed a coarse red granite, the rest is all slate, more or less resembling freestone.

From the first lake to the N.E. branch of the White River, I dug holes upon every mile, so as to be able to state accurately the nature of the surface and bottom earth; the latter is a whitish yellow clay, the surface is of a black vegetable mould, varying in depth from two inches to three feet; the depth of three feet occurs only once, and from the nature of the timber I am certain that it does not extend more than three quarters of a mile. Over the whole distance there may be an average of ten inches of black mould on top of the clay. I examined the N.E. branch of the White River for about ten miles westward from where the line crosses it. After which I returned by the line, as I had not finished what I wished to do in that quarter. I found that the river diverges very slowly from the line, as at that distance it is not more than four miles and a half north of it. I intend to start from here in the morning, and to complete this part by following the river to where I turned the other day. So far as I saw the river, it is not very crooked, is from forty to sixty feet wide, has from six to ten feet water, with but little current, and has banks rising to a height of from five to eight feet above the ice. All the streams here have high banks. Those at the main White River are forty or fifty feet in height.

After this I returned to the line where it crosses the river, and examined it from the N.E. branch to this place, in the same manner that I had previously examined that portion of it between the lake and river. I found the surface earth to be of the same description, but not so thick, as in several cases it is not over an inch or two in depth for two or three miles. The subsoil is of a totally different character, being of a whitish grey sand, in some places fine, and in others coarse and waterworn. The bottom changes immediately on crossing the N.E. branch.

It is a mistake to suppose that all the open land here is bottomless swamp. I found in several other instances that there were only from twelve to fifteen inches of black mould or wet coarse sand.

(Signed) ALEXANDER WELLS.

S. J. Dawson, Esq.,
Red River Settlement.

Sir, Secretary's Office, April 20, 1858.

I have the honour to acknowledge the receipt of your letter of the 15th of March last, addressed to Mr. Gladman, together with the report, of same date, of your explorations addressed to me.

2. I have read with much satisfaction the interesting details furnished in your report.

3. Under the last paragraph of the general instructions sent you under date the 14th instant, you will perceive that you are at liberty to make the exploration in the direction of the Manitoba and Winipegoos Lakes, proposed in your report, should you think it desirable, with a view to the general objects of the expedition.

I have, &c.

S. J. Dawson, Esq., (Signed) T. J. J. LORANGER,
Surveyor in charge Red River Expedition,
Red River Settlement.

Sir, Toronto, February 6, 1858.

I have the honour to submit a final Report on my department of the Canadian Red River Exploring Expedition.

In a letter addressed to your predecessor, the Hon. T. L. Terrill, M.P.P., dated St. Paul, Minnesota Territory, Oct. 28, 1857, I furnished a general scheme of a report, comprising some topics not mentioned in my instructions.

On returning to Toronto, I waited on the Hon. Mr. Terrill, who, with reference to the general plan of this report, expressed his concurrence and approval.

The introductory chapter contains an outline of its contents, as well as the general results of what is therein illustrated and expressed in detail.

I have, &c.

(Signed) HENRY YOULE HIND, M.A.,
Geologist and Naturalist to the Canadian
Red River Exploring Expedition.

To the Hon. T. J. J. Loranger, M.P.P.,
Provincial Secretary.

INTRODUCTION.

The exploration of the route between Fort William, Lake Superior, and Fort Garry, Red River, having been made in canoes, the description of the line of communication between those distant points necessarily refers to the available water facilities which were found to exist, so that in the following sketches of the topography of the country bordering the route, only as much is described as was actually visible from river or lake, when in canoe, or from the summit of hills which were ascended at different portages and camping places whenever opportunity afforded. At the most, therefore, a very narrow strip of country is comprehended in succeeding delineations, but from the nature of the region through which the strip runs, it is highly probable that it represents the general character of a very large portion of the area between the valleys of Lakes Superior and Winipeg, as far as the Lake of the Woods, and the right bank of the Winipeg River.

The speed at which we were obliged to travel, in order to accomplish our voyage within a stated time, very considerably lessened the number of opportunities which might otherwise have been offered for acquiring more ample knowledge of many parts of the country, bidding fair to reward a minute exploration. The distance between Fort William and Fort Garry is about 699 miles, and the time occupied in traversing this great extent of country was thirty-three days, including a stoppage of two days and a half at Fort Francis, one day at Garden Island, and two days at Islington Mission, Winipeg Rever; so that the time actually spent in canoe was twenty-seven and a half days, which gives an average of twenty-five and a half miles a day. This average refers solely to the different canoes I occupied at the several stages of the voyage, which were, in order, a five fathom north canoe, with the main party from Fort William to Fort Francis, a distance of 303 miles; a small canoe, carrying three persons in company with Mr. Dawson, similarly equipped, from Fort Francis to Islington Mission, 190 miles; and a small canoe, alone, from the Mission to Stone Fort, Red River, a distance of 187 miles. The average daily progress being in the large canoe twenty miles, and in the small canoes forty-seven miles. But the average daily progress of the large canoes along the whole route was twenty-five miles.

The valley of the Kaministiquia, below the Grand Falls, contains an area of good land probably exceeding 20,000 acres. It will doubtless acquire much importance as a terminus of any line of communication, whether by boats or winter road, which may eventually be established between the valleys of Lake Superior and Winipeg.

From the prevalence of shoal water for a long distance in the Kaministiquia, and the great length of the portages at the height of land, it may not happen that this route will be selected for improvement as a boat communication, but from the considerations which will soon be noticed, Fort William, and the valley in which it is situated, may become under any circumstances points of special interest. Arrow Lake, on the Pigeon River route, formerly pursued by the North-west Company, is within forty, and Gun Flint Lake within sixty miles of Point des Meurons, on the Kaministiquia, as shown on the map.

Between the Grand Falls of the Kaministiquia and Fort Francis, a distance of 273 miles, very few areas of cultivable land occur on the water communication; but it is probable that many areas of limited extent might be found, if sought for, on the shores of the lakes and on the banks of the rivers.

The country, as a whole, must be considered as a sterile waste, offering no inducements for settlement beyond those which a mining interest might foster, or small village stations on a line of communication create.

The valley of Rainy River is by far the most important tract seen, and I do not think that the estimate of 220,000 acres of good land assigned to the British side in this report is too much.

The islands in the Lake of the Woods offer some spots available for cultivation, many of which are now occupied by Indians, who cultivate Indian corn, potatoes, squashes, and pumpkins.

The Winipeg River, until within a few miles of its mouth, flows through a desolate and irreclaimable rocky waste, furnishing a very small supply of timber for lumbering purposes in proportion to its length of 163 miles.

Small patches, varying from 50 to 300 acres of excellent drift clay, occur at and below the Islington Mission; but within a few miles of the mouth of the river an extensive area of good arable land is to be found.

These areas, both large and small, will possess only a local importance: the country through which the Winipeg flows, the character of the river, with its rapids and cascades, having a fall of 333 feet, altogether preclude the hope of its being made available as a permanent means of communication with the valley of Lake Winipeg.

The distance from the north-west corner of the Lake of the Woods to Fort Garry cannot exceed 100 miles, while, by the Winipeg, the distance from the same point is 282 miles. Whatever may

be the result of Mr. Dawson's exploration of the route between those two points, it is very probable that as a station on a winter route the north-west corner of the Lake of the Woods will occupy a very prominent position.

Of the valley of Red River I find it impossible to speak in any other terms than those which may express astonishment and admiration.

The description which I had read previous to my arrival there, certainly did not in any way prepare me for the magnificent country at present occupied and controlled by those whose interests, no one seeks to deny, have been opposed to settlement or communication with what may be termed the outer world.

I entirely concur in the brief but expressive description given to me by an English settler on the Assiniboine, at the valley of Red River, including a large portion belonging to its great affluent, is a "paradise of fertility."

During my visit to Assiniboia, a district embracing the settlements on both rivers. I paid particular attention to the objections which have been urged against the climate and soil of the country with reference to agricultural operations, and I have no hesitation in saying that erroneous impressions respecting the available area of cultivable land, the soil, the crops, and the climate still exist, and find publicity.

I do not wish it to be understood that these descriptive errors result from a determination to misrepresent facts, but arise either from unconsciousness of the true nature of existing physical impediments to settlement, or a disposition to explain how those impediments were produced or may be remedied.

I was frequently referred to the Big Swamp as forming an insurmountable barrier to the rearward progress of settlement from Red River. This Big Swamp I found to be maintained by a mill dam at its chief outlet; and while reference was constantly made to the evil, the cause which produced it was ignored or really unknown.

In suggesting to residents at Red River the drainage of the Big Swamp, two objections were urged; the first, that its height above the river would not admit of drainage; the second, that if drained, it would require expensive bridges to be erected over the gullies which would soon be formed by its waters seeking their outlet to Red River.

The first objection was soon answered by my assistant, Mr. John Flemming, who ascertained, instrumentally, the relative heights of Big Swamp, the Prairie, and Red River, at the middle settlement.

He found the elevation of the swamp to be twenty-seven feet above the river level. Section No. 6 shows those relations; and I may here remark, that as far as my observations enabled me to form an opinion, all other swamps on the Assiniboine or on Red River may with equal ease be drained.

The second objection proceeded from a retired factor of the Honourable Hudson's Bay Company, and a member of the Board of Public Works at the settlement.

He admitted the practicability of the measure, but stated that the gullies formed in the yielding clay of the prairie would require expensive bridges to make them passable for settlers, the cost of which might amount to two or three hundred pounds.

I have no doubt that the swamp on the east side of the river would be as easily drained as the one to which I have referred at length.

The origin of these swamps is, I think, simply explained in the following way: Red River occupies a trench which it has cut for itself about thirty feet below the level of the beautiful prairies through which it flows. Its banks are fringed with heavy timber for a depth of perhaps a quarter of a mile or more on one side or the other, and during the lapse of many years occasional overflows have "silted up" the wooded banks for perhaps a foot above the level of the prairies, so that in some places the river flows for miles between banks which are a little higher than the prairies beyond them. When, therefore, a great flood occurs, as in 1826 and 1852, the prairies are flooded, and the low natural level on the immediate banks, prevents the return of the waters to the bed of the river, and forms a swamp.

It is to be well observed that the Big Swamp did not assume its present formidable dimensions until after the flood of 1852; and the construction of the mill dam at Mill Creek now effectually prevents it from drying up, and affording many thousand acres of admirable pasture land to the public grazing grounds of Red River.

I mentioned this impediment to the drainage of the Big Swamp to the owner of the mill, who is one of the most wealthy and influential residents; but he did not think the removal of the dam would assist in draining the swamp, "it was too big."

The summer climate of this region appears to be very well adapted for agricultural operations.

The summer temperature is nearly four degrees warmer than at Toronto, as ascertained by a comparison of corresponding observations.

Indian corn, if properly cultivated and an early variety selected, may always be relied on.

The melon grows with the utmost luxuriance, without any artificial aid, and ripens perfectly before the end of August.

And yet with these natural and most truthful registers of climate, we are accustomed to hear of late spring and early autumn frosts deplored, lamented, and held up as one of the great drawbacks of Red River.

The opinions expressed at the settlement by different individuals on the soil, climate, and natural productions of the country, are often of a very opposite character; and I found invariably that descriptions and opinions were remarkably affected by the relation which the individual bore to the Honourable Hudson's Bay Company.

In making these statements I do not wish it to be supposed that any attempt was ever made intentionally to mislead, but the habit of decrying everything not connected with the fur trade appeared to have been a second nature to many of the old residents, whose interests are locked up in it.

All kinds of farm produce common in Canada succeed admirably in the district of Assiniboia; these are wheat, oats, barley, Indian corn, hops, flax, hemp, potatoes, root crops, and all kinds of common garden vegetables.

The potatoes, cauliflowers, and onions I have not seen surpassed at any of our provincial fairs; an enumeration of the weight of some of these productions of the garden and farm will be found in the text, and numerous specimens accompany this report.

The character of the soil in Assiniboia, within the limits of the ancient lake ridges, cannot be surpassed. It is a rich black mould ten to twenty inches deep, reposing on a lightish coloured alluvial clay, about four feet deep, which again rests upon lacustrine or drift clay to the level of the water, in all the rivers and creeks inspected.

I frequently examined the soil some miles distant from the rivers along my line of route, as shown on the map, and I invariably found the prairie portion to exhibit a uniform fertility.

The area occupied by fertile prairies I visited and saw certainly exceeds 1,500,000 acres; and as will appear from an inspection of the map of Minnesota the greater portion of the rich and available prairie land in the valley of the Red River lies within British territory, while the valley of the Assinibione is wholly within it.

The altitude of the valley of the Red River above the sea is about 680 feet, or 320 feet less than the elevation given to it by high authority, and from which erroneous conclusions respecting its climate in relation to agriculture have been drawn.

As an agricultural country I have no hesitation in expressing the strongest conviction that it will one day rank amongst the most distinguished.

The present state of society and the condition of the people in the settlements is far from being a pleasing or encouraging subject.

The European and Canadian element have been gradually diminishing for years, and the half-breed population is apparently drawing closer to the habits and tastes of their Indian ancestry.

That agriculture and all the simpler arts have been discouraged is but too apparent.

The interests of the fur trade are necessarily opposed to the centralization and settlement of the half-breed and Indian hunters, and it is everywhere evident that these interests have been upheld at a great sacrifice of means and by the practice of a far-seeing and skilful policy.

Red River has been settled for 40 years, and now contains a population of 7,000 souls, yet no single branch of industry common even in the thinly settled parts of Canada is practised there.

Whatever efforts were made in times past, and there have been many, they have terminated in failure, and it is difficult to resist the impression that these failures were designed by some in authority.

Such artifices appear to have been thought necessary when the controlling authorities were weak, and indeed almost powerless in the face of a strong but irresolute and uneducated pepole.

The valley of the Red River is capable of supplying all the necessaries of life, with the exception of iron, for some years to come. The most important want is fuel, but there is much probability that on the Upper Assiniboine and the Little Souris River, one of its affluents, tertiary coal, or lignite, will be found in available quantities.

The whole question of a boat communication between Fort William and Red River will be fully discussed in the reports of my colleagues; but having enjoyed the opportunity of seeing the country between Crow Wing, in the State of Minnesota, and the settlements at Red River, open throughout the year, I may, perhaps, venture to introduce a few remarks with reference to a winter road on British territory.

It is well known that many years since the Honourable Hudson's Bay Company commenced to cut out a winter road between Red River and York Factory, Hudson's Bay, a distance of, perhaps, 600 miles, with the view to admit of the transport of articles of export during the long winter months. The project, however, was abandoned, but the idea still remains strong in the mind of some of the settlers at Red River.

A winter road from Fort Garry to the Lake of the Woods would not exceed 100 miles; it is a route which is often travelled in the winter, and the cattle at Fort Francis were brought that way. Once on the Lake of the Woods the road is open for 170 miles, requiring only two or three detours into the forest to escape that portion of Rainy River which never freezes. The other detours from lake or river would necessarily be at the portages along the line of boat route, or near to them.

The recommendation which a winter road, in conjunction with a summer boat communication, enjoys is, that the poor or floating population of Red River would easily be induced to settle at the different posts on the route, which would be necessary at stated intervals, with a view to accumulate supplies of provisions, hay, &c., during the summer months. It would be merely transferring their rude industry from the open prairies, where they are often compelled to live in misery during the winter, to a settled village life which might soon become self-supporting, and continually assist in improving the means of communication.

The following tables show the respective lengths of different routes traversed, or which might be suggested, between Lake Superior and Fort Garry, Red River:—

I. The canoe route followed by the expedition from Fort William to Fort Garry . .	669	miles.
II. Canoe route from Fort William, *viâ* Mille Lacs, to the north-west corner of the Lake of the Woods	431	„
Road from the north-west corner to Fort Garry	100	„
Total	531	„
III. Road from Point des Meuron, ten miles from Fort William, to Gun Flint Lake, on the Pigeon River route, air line	58	„
Boat route from Gun Flint Lake to north-west corner of the Lake of the Woods	296	„
Road from north-west corner to Fort Garry	100	„
Total	454	„

IV.—Winter road side by side with the last-named route	454	miles.
V.—Point des Meurons to Gun Flint Lake, on Pigeon River route	58	„
Boat route *viâ* the Winipeg to Fort Garry, in the event of a summer road not being at present practicable from Fort Garry to the north-west corner, Lake of the Woods	564	„
Total	622	„
VI.—Route from Fort Garry to St. Paul, Minnesota, ...	530	„
Air line from Fort William to Fort Garry	377	„
Difference between air line and route No. III.	77	„

The country between Point des Meurons and Arrow Lake, or Gun Flint Lake, or even Lake Seiganagah, on the Pigeon River route, acquires great interest when viewed with the facilities which already exist at Red River for supplying without delay the material required to establish a boat communication on that route.

The private freighters of the settlement could, and no doubt would, despatch their boats of four or five tons, fully equipped and appointed, to Gun Flint Lake (P.R.R.) or near it, if reasonable remuneration were guaranteed. The only point of present difficulty appears to lie in the communication between Point des Meurons and Gun Flint Lake, or perhaps even Arrow Lake, only thirty-eight miles and a third in an air line from that part of the valley of the Kaministiquia. But little reliable information is accessible concerning this tract of country.

The experience possessed, when assisted by the means at the disposal of the private freighters of Red River, may render their services very valuable auxiliaries in opening a line of communication without much present outlay. Their employment might be regarded as a necessary preliminary step towards establishing a permanent commercial connexion between Canada and the valley of the Red River.

In conclusion, it affords me very great pleasure to have the opportunity of expressing sincere thanks to my assistant, Mr. John Fleming, whose zeal and industry never for a moment flagged from the day of our departure to the present hour.

In addition to the duties to which I referred in my report from Fort Francis, Mr. Fleming levelled across the valley of Red River, from the Big Swamp to the Lake Ridge, while I was engaged on the Assiniboine, and all the views and sketches of forts, cascades, rapids, portages, churches, and implements are from Mr. Fleming's pencil.

The maps, sections, diagrams, and sketches which accompany this report are as follows:—

1st. A topographical map of the whole country traversed, including the Assiniboine and Roseau Rivers, and a plan of Red River Settlement, on a scale of two miles to one inch. Map.

The authorities consulted in the construction of the geographical portion of the map are: for the Pigeon River route, Rainy Lake, and the Lake of the Woods, the map of the Canadian Boundary Commission; for the plan of the settlements on Red River, I am indebted to the kindness of Mr. M'Tavish, the chief officer at Fort Garry. The survey of the settlements was made about ten years since by the Honourable Company's Surveyor. The soundings in Thunder Bay and the outline of the coast, and M'Kay's mountain range, are from Bayfield's chart.

The route from Fort William to Rainy Lake, Rat Portage to the Stone Fort, part of Red River, the Valley of the Roseau and Rat River, the Assiniboine, the ancient ridges of Lake Winipeg, and the whole of the descriptive outline of the country traversed, made or described in my report from Fort Francis, are the portions for which this report is responsible.

For the elevation and length of each portage, I am indepted to Messrs. Dawson and Napier; but the total rise and fall along the line of route has been made the subject of an independent calculation, as great difference of opinion is known to exist among practical engineers with reference to the allowance which ought to be made in estimating the descent of water by the speed of its current.

2nd. A geological sketch of the whole country traversed within the limits of British territory: Mr. Murray, of the Provincial Geological Survey, is the authority for the valley of the Kaministiquia; and for the region about Rainy Lake and the Lake of the Woods, Dr. Bigsby, Geologist to the Canadian Boundary Commission. Scale, ten miles to one inch.

3rd. A map showing the cultivable areas on the line of route and the approximate limits of the good lands in the valley of Red River, north of the forty-ninth parallel. Scale, ten miles to one inch.

4th. A section of the whole route, on the scale of ten miles to one inch.

SECTIONS AND DIAGRAMS.

Section No. 1—Great Dog Portage.
„ „ 2—Coast of Lake Winipeg.
„ „ 3—Red River at the Stone Fort.
„ „ 4—Red River near Mr. Guan's house.
„ „ 5—Red River near St. Paul's Church.
„ „ 6—Across the Valley of Red River.
„ „ 7—Stony Mountain.
Section No. 8—Assiniboine River, Leaves Post.
„ „ 9—Scratching River.
„ „ 10—Roseau River.
„ „ 11—Rocks near the mouth of the Sennawa.
„ „ 12—Rock near Bonnet Portage.
„ „ 13—Greenstone Conglomerate, showing glacial furrows.

LIST OF SKETCHES.

No. 1—Fort William from Lake Superior.
„ 2 Fort William from south side of Kaministiquia River.
„ 3—Fort William, looking up the River.
„ 4—Fort William, view from Observatory.
„ 5—Décharge des Paresseux.
„ 6—Kakabeka Falls.
„ 7—Second Falls, Kaministiquia.
„ 8—Couteau Cascade.
No. 9—4th Portage above Kakabeka (Falls).
„ 10—Little Dog Falls.
„ 11—Entrance to Little Dog Lake.
„ 12—Beginning of Great Dog Portage.
„ 13—Great Cascades and Falls on Dog Portage River.
„ 14—View from the summit of the Great Dog Mountain.
„ 15—Rapid on Dog River.
„ 16—Grand Falls on the Nameaukan River.

No. 17—Fort Francis.
„ 18—Falls opposite Fort Francis.
„ 19—Falls at Rat Portage.
„ 20—Rat Portage Port.
„ 21—The Mission at Islington.
„ 22—Slave Falls.
„ 23—Fort Alexander.
„ 24—Lower or Stone Fort, exterior view.
„ 25—Lower or Stone Fort, interior view.
„ 26—Fort Garry, front view.
„ 27—Fort Garry, rear view.
„ 28—Wigwams in rear of do.
„ 29—Confluence of the Assiniboine and Red River with Ferrie.
„ 30—St. Andrew's Church.
No. 31—St. Paul's Church.
„ 32—St. John's Church and College.
„ 33—Scotch Presbyterian Church.
„ 34—Cathedral of St. Boniface (Roman Catholic).
„ 35—Nunnery.
„ 36—The Red River at Pierre Glaudière's.
„ 37—The Red River at Fort Garry.
„ 38—Houses at M'Dermot's.
„ 39—Crossing of the Roseau and Indian fisheries.
„ 40—H. B. Fort at Pembina.
„ 41—Pembina.
„ 42—Windmill at Red River.
„ 43—Group of carts and carriages at do.
„ 44—Dr. Bunn's house, or Engineers' Quarters.

It may be here remarked that the large map shows all the camping places and the localities where we took breakfast and dinner along the whole line of route.

In addition to rock specimens and fossils, I have collected a few insects and reptiles, and fresh water shells; but with reference to botanical specimens, I regret much having to state that a very full collection was rendered worthless by unavoidable exposure to damp in descending the Lower Winipeg, and I regret this the more on account of the interest which several members of the expedition showed in this department of natural history, by kindly availing themselves of many opportunities furnished at the portages and in camp, of adding to the collection.

RED RIVER EXPEDITION.

MEMORANDA OF INSTRUCTIONS.

1. The expedition should be placed under the sole control and management of Mr. Gladman, and Messrs. Dawson and Napier should be instructed that thenceforth that gentleman must be considered as the channel through which they will receive instructions, and make their report to the Government.
2. That Mr. Gladman should repair to the settlement to take charge of the party as early in the spring as possible.
3. That in accordance with Mr. Gladman's suggestions, Mr. Napier and his party should be withdrawn without delay, and that they should be instructed to return to Toronto as soon as possible coming back by way of Pembina and St. Paul's, it being, however, understood that Mr. Dawson may retain Mr. De Salaberry, should he think it necessary to do so.
4. Assuming that the proposed route from Fort Garry to the Lake of the Woods, by Lac Platte has been sufficiently explored during the winter months by Mr. Dawson and his party, Mr. Dawson's first duty in the spring will be to explore the route between Rainy Lake and the Lac des Mille Lacs, following the line indicated on Mr. Dawson's map in the "supposed course of the discharge of the Lac des Mille Lacs;" should the route in question be found after exploration to be practicable and desirable, it will be Mr. Dawson's next task to endeavour to ascertain the best means of communication either by land or water from Lac des Mille Lacs to Dog Lake.
5. Should it be found, however, that the proposed communication between Rainy Lake and the Lac des Mille Lacs is impracticable, Mr. Dawson will proceed at once to examine the "Old North-West Route" between Lac la Croix and Lake Seiganagah, and will then endeavour to ascertain the best means of communicating between the last-named lake and Fort William.
6. When in possession of the result of Mr. Dawson's explorations, above indicated, between the two routes from Rainy Lake and Lake Superior, &c., the Government will be better enabled to decide between the two routes from Rainy Lake to Lake Superior, viz., that recommended by Mr. Dawson and laid down upon his map, and the "Old North-West Route."

The foregoing suggestions are respectfully submitted by the undersigned.

(Signed) T. J. J. LORANGER, Secretary.

Sir, Secretary's Office, Toronto, January 30, 1858.

Adverting to your letter of the 14th inst., I have the honour to transmit to you herewith for your guidance a copy of a memorandum of instructions approved by His Excellency the Governor-General in Council, on the subject of the Red River Expedition under your charge.

You will have the goodness to communicate to Messrs. Dawson and Napier a copy of these instructions for the guidance of their future movements.

Mr. C. De Salaberry, who is about to return to the expedition party will take charge of any letters you may desire to send by him.

I am directed to add that should you or Mr. Dawson, or the officer for the time being in charge of the exploring party, deem it desirable, upon further information, to make other explorations than those indicated in the instructions, he shall be at liberty to do so.

I have, &c.

George Gladman, Esq., Rossin House, Toronto. (Signed) T. J. J. LORANGER, Secretary.

Sir, Port Hope, February 5, 1858.

As it has been determined by the Honourable Executive Council, that I should repair to the Red River Settlement to resume the charge of the expedition party there, as early in the spring as possible, I consider it necessary that preparations of men, canoes, and other materials should be made at For William, so that no detention may take place when I shall arrive there.

I therefore propose to send a messenger thither next week, with instructions to my assistant who is passing the winter at Point Menson, near Fort William.

I shall be happy to receive your instructions relative to Sir George Simpson's letter and the receip for 500*l.*, which I had the honour to place in your hands.

I have, &c.

The Hon. T. J. J. Loranger, Provincial Secretary. (Signed) GEO. GLADMAN.

My dear Sir, Hudson's Bay House, Lachine, January 26, 1858.

I have to acknowledge the receipt of your letter of 21st inst., covering a draft on the Molson Bank for the sum of $3,289 20c. in payment of accounts against the Canadian Surveying Party employed at Red River, for supplies by the Hudson's Bay Company to the amount of $526 52c., and by Mr. M'Dermot to the amount of $2,762 68c. I now hand receipts for both sums, that for Mr. M'Dermot's account being in duplicate, in order that you may be enabled to transmit one to him at Red River. I shall be glad to receive payment of Mr. M'Dermot's second account as soon as the necessary vouchers may reach you.

I am obliged by your offer to forward any letters I may have for Red River by the hands of Mr. De Salaberry, but need not trouble you in that way, having sent my packet by mail a few days ago. I, however, enclose a letter to Mr. M'Dermot, advising him of the partial payment of his account, which you will perhaps do me the favour to transmit to Red River.

I hand herewith an order on Chief Factor William M'Tavish, at Fort Gary, for the sum of 500*l.* in the Hudson's Bay Company's notes, to be applied to the service of the Canadian surveying party at Red River. I am authorizing the advance of funds as a matter of accommodation, contrary to our usual routine, which is to require the deposit of the funds at this establishment before giving an order on Fort Garry.

In order to guard against accident or difficulty hereafter, I should feel obliged by your obtaining for me an acknowledgment of this sum from some member of the Government, so that when the funds are voted by Parliament, there may be no question as to their liability to repay the Company for this advance.

Believe me, &c.

(Signed) GEO. SIMPSON.

Toronto, February 2, 1858.

Received from the Hon. Hudson's Bay Company, by the hands of Sir George Simpson, an order on William M'Tavish, Esq. for the sum of five hundred pounds sterling, to be paid to my order, at the Red River Settlement, in the notes of the Company; said amount of five hundred pounds sterling to be repaid to the Company at their office at Lachine by the Government of Canada, out of the appropriation that shall be made by Parliament for account of the "Red River Expedition."

(Signed) GEORGE GLADMAN.

Sir, Secretary's Office, Toronto, February 23, 1858.

His Excellency the Governor-General has had before him in Council your letter of the 5th instant, proposing to despatch a messenger to Fort William, with instructions to your assistant respecting the preparations necessary with a view to your resuming charge of the Red River Expedition in the coming spring, and also requesting instructions relative to an order for 500*l.* sterling given to you by Sir George Simpson, payable at Fort Garry in notes of the Hudson's Bay Company, for the accommodation of the exploring party.

I have to acquaint you in reference thereto, that His Excellency has been pleased to authorize you to send a messenger to Fort William as proposed, and also to allow you to avail yourself, for the purposes of the expedition, of the sum of 500*l.* sterling placed at your disposal by Sir George Simpson, giving that gentleman your receipt for the amount.

I have, &c.

(Signed) T. J. J. LORANGER, Secretary.

Sir, Red River Settlement, March 18, 1858.

I have the honour to acknowledge the receipt of your letter dated 30th January, Toronto, enclosing me an order signed Mr. M'Dermot, for the sum of two hundred and fifty pounds currency, and also a copy of instructions from the Provincial Secretary, directing me and my party to return to Toronto *viâ* Pembina and St. Paul's with the least possible delay.

In compliance with these instructions I made preparations to leave this by dog sleds on the 10th instant; owing, however, to the late heavy rains and total disappearance of the snow, as well as the unsafe condition of the rivers and Muskeys travelled by, the winter route has been rendered impracticable for the remainder of the season.

I shall, therefore, be obliged to remain here until such time as the journey to Crow Wing is practicable with horses, which I am told may be about the middle of April, and every arrangement has been made for starting as soon as the state of the roads will permit.

I have, &c.

George Gladman, Esq., Toronto. (Signed) W. H. E. NAPIER.

Sir, Port Hope, Canada West, March 24, 1858.

The question of opening a line of communication between Lake Superior and the Red River is assuming an aspect of so much greater importance than heretofore, that I trust you will excuse my presuming to offer a few more observations on the subject.

From a careful consideration of the two routes, the one by the Kaministiquia and the other by the old North-West line by Pigeon River, mentioned in my report to the Hon. Provincial Secretary of the 3rd November last, I am led to the conclusion that the latter must eventually be decided upon as the best, as it possesses the advantage of good navigable waters, less land carriage between the height of land and the Lake of the Woods, and safety in either boat or canoe; in fact it is the best water communication that has hitherto been met with by myself or my Indian guides during a long experience in various parts of the country.

The difficulties either way are considerable certainly, but not insuperable to Canadian energy and enterprise: on the contrary, I feel confident that this undertaking can be speedily accomplished if proper measures be taken and the requisite means be applied to it. The first difficulty to be encountered is the formation of a road from the Kaministiquia to the waters flowing towards Lake Winipeg and the Hudson Bay, the length of which would not exceed sixty miles. There would then be a water communication of about 240 miles requiring some improvement, although the land carriage or "portaging" is less than three miles; and lastly, there would be a land road of from 90 to 100 miles to be made from the Lake of the Woods to Fort Garry, the present capital of Red River.

This last road is so desirable to the inhabitants of Red River that we may safely rely upon their assistance in its formation. They perceive the advantage it would be to them if they had only 100 miles of cartage distance to the Lake of the Woods, instead of 700 miles to St. Paul's, in the transport of their supplies; besides the earlier period of the year at which their supplies would reach the settlement. The sixty miles of road requiring to be made at the eastern terminus of the line being within Canadian limits, accessible with facility from Lake Superior, and therefore within the reach of our home population, would be constructed before the expiration of the Hudson's Bay Company's lease, in 1859.

My own observations of the north-west shores of Lake Superior lead me to think that the entrance of the Fort William or Kaministiquia River presents the most favourable point from which to commence this great link in the chain of our Canadian internal communication. It is accessible in steamers and other lake-going vessels, by which any amount of materials and supplies may be forwarded as found requisite. There are, however, very few inhabitants settled on the banks of that river, and looking upon that station as the key to the whole of the British north-west possessions, I feel that I cannot too strongly urge upon the Canadian Government its immediate occupation. This may be effected without any great outlay or cumbrous machinery; that is to say, by simply employing a surveyor, under Government authority, to lay out one or more townships and inviting settlers. During the past four months I have had numerous applications from mechanics and others to join any party that may be sent to those countries next summer; and I have no doubt whatever, if the system of free grants to actual settlers were adopted, a numerous population would soon be located there.

In the report of the canoe route by Professor Hind, recently published, it is stated that the arable lands in the valley of the Kaministiquia, at the Lake Superior terminus (of the line of northern communication), is about 20,000 acres, that is to say, between Fort William and the Kakabeka Falls. Thus we have ample space, and I think it will be obvious to you that a large settlement may be made at Fort William, which cannot fail to be attended with many important advantages to Canada, not only as regards the line of communication which we are now seeking to establish, but also as it will affect Canadian commerce with that vast territory of the north in years to come.

The lands through which, in the course of our operations, the exploring party has had to pass, being Indian property, the necessity of making some arangements with the tribes to which they belong becomes immediately apparent, and the Government will no doubt take this into consideration, in order that measures may be devised to prevent difficulties and collisions.

I have, &c.

To the Hon. the President of the Council. (Signed) GEORGE GLADMAN.

Sir, Toronto, March 26, 1858.

Permit me again to offer a few remarks relative to the correspondence between the British Colonial Office and Mr. Shepherd on the affairs of the Hudson's Bay Company,

In Mr. Shepherd's letter to Mr. Labouchere, of 21st January 1858, he observes, "It is, however, "right to notice, that the territories mentioned as those that may probably be first desired by the

" Government of Canada, namely, the Saskatchewan and Red River districts, are not only valuable to " the Hudson's Bay Company as stations for carrying on the fur trade, but that they are also of " peculiar value to the Company as being the only source from which the Company's annual stock of " provisions is drawn, particularly the staple article of pemican, a regular supply of which is absolutely " necessary to enable the officers of the Company to transport their goods to the numerous inland and " distant stations, and to feed and maintain the people, both Europeans and Indians, stationed thereat. " It is proper, therefore, that I should draw your attention to the fact that the ultimate loss of those " districts would most probably involve the Hudson's Bay Company in very serious difficulties, and " cause a great increase of expense in conducting the trade."

The object of Mr. Shepherd in the foregoing statement appears to be to induce a belief that the Company would sustain an immediate pecuniary loss by the occupation of the Red River and the Saskatchewan districts as a portion of Canada, and under its jurisdiction, and that by reason of the Company being deprived of the power to trade or buy pemican from the hunters, they would be placed in circumstances of difficulty and expense.

It need scarcely be observed that the object of immigrants into that country, from Europe, Canada, or other places, being settlement and the cultivation of the soil, their farming operations could not materially interfere, for some years to come, with the providing of the staple article of "pemican" by the Hudson's Bay Company, upon which so much stress is laid by Mr. Shepherd. If my understanding of the question is correct, the desire of Canada is, the extinction of the monopoly or exclusive rights of the Company in every portion of territory under Canadian rule, and the admission of the people of Canada to carry on business operations at Red River, the Saskatchewan, or any other portion of British North America, as freely and as unrestrainedly as they may do in Toronto or Montreal. It is not, I presume, the desire of Canada to exclude or prevent the Hudson's Bay Company from carrying on their commercial transactions at the Red River or the Saskatchewan, as freely as they now do at Lachine. Equal rights as British subjects and merchants is all that is contended for by Canada, and as Canada does not seek to deprive the Company of any of their establishments or possessions in the Saskatchewan or Red River districts, there is no good reason for supposing that the Company will in any way be debarred from providing as much pemican as they may think necessary for carrying on their trade as heretofore. It is evident many years must elapse before the cultivable prairie lands will become so occupied by settlers as to interfere materially with the trading of provisions from the hunters at Saskatchewan, and when that time arrives domesticated animals will take the place of the buffalo.

The question of pecuniary compensation can, as I conceive, have reference only to the right of soil which the Company claim to possess under their charter or by purchase from the Earl of Selkirk.

The licence of exclusive trade with the Indians by the Company being limited to a certain time only, and those territories being reserved to be formed into colonies by Her Majesty's Government whenever it may be considered proper to do so, I apprehended the rights of the Company will cease as soon as the present lease expires, and other government than that of the Company is established.

Another remark made by Mr. Shepherd is this:—"The Company assume that the Government " (Canadian) will be responsible for the preservation of peace, and the maintenance of law and order in " all the territory ceded to them, and that they will prevent lawless and dishonest adventurers from " infringing, from thence, the rights of the Company over the remaining portions of their territory."

In these observations, the Hudson's Bay Company assume to treat for the cession of certain territories. As a trading company of British merchants they assume that the Canadian Government will maintain law and order in the territories ceded to them by the Company, which territories yet, in point of fact, belong to the natives. It may be well here to consider what the present government of the Red River and the Saskatchewan districts really is. So far as the uninitiated know of the matter, it is generally understood to be this: a Governor and a Council appointed by the Hudson's Bay Company, and holding their meetings at the Company's forts in the Red River Settlement, form the entire executive administration. The Governor being also the only legal functionary in the settlement, the Company's legal adviser, the judge, the directors of the Company (in London), and their representative, the Governor of Rupert's Land, residing for the most part at Lachine, make all the appointments. Hence it devolves chiefly on "the Governor and Council of Assiniboia," as it is in Hudson's Bay form expressed, to preserve the peace, and to maintain law and order in those districts. Can that government, appointed although they be by the Company, and with all the influence of the Company to support them, can they prevent adventurers (I will not call them "lawless and dishonest," for they are chiefly natives seeking to earn an honest livelihood in their own land) from infringing upon the assumed rights of the Company over the other portions of what they are pleased to call Rupert's Land? They cannot, and it would be clearly an impossibility for any government established by Canada to prevent natives of that country, or in fact any others who might choose to do so, from trading in that extensive territory, wherever they might find it most advantageous to do so. Nor can I suppose that a Canadian Government would for one moment, under any circumstances, entertain such an idea.

As is well known, the Hudson's Bay Company have for years past held leases from Government of the King's Posts and Seigniories in Lower Canada. Have they been able to prevent intrusion on the Queen's domain and infrigements of the rights given by these leases? No; certainly not, and what has been their remedy? Recourse by civil action to the Courts of Canada whenever they were disposed to try the question. And so it will and must be in the districts of Red River, when other laws than those of the Hudson's Bay Company shall have been there established.

Whatever the form of government that may be decided upon, the preservation of peace and the maintenance of law and order will of course be its legitimate objects. There need, however, be no apprehension of any disturbance of the peace, except from the officers or servants of the Company who may take upon themselves to determine (as in the case of Mr. Bannatyne) what is an infringement of the Company's rights, or an intrusion on the Company's undefined boundary line, according to their own ideas. It is, therefore, in my humble opinion, much to be desired, even for the sake of peace and good order, that the whole trade should be free and open to all British subjects.

That it would be requisite, in such case, to place the trade under certain restrictions and enactments (as to the introduction of ardent spirits, for instance,) is clear, but that all in the terrritory, from the Rocky Mountains to the Hudson's Bay, whether servants of the Hudson's Bay Company or not, whether at Red River or on the shores of Hudson's Bay, should be amenable to the jurisdiction of the Red River Government, is equally clear and a measure of necessity and good policy.

As regards the governing of these territories from or by Canada, the difficulties do not appear greater than they are at the present moment under the rule of the Company. The gentleman who fills the office of Governor of Assiniboia is a lawyer from Montreal, and it will have been observed by my previous remarks that the whole machinery of his government consists of a council acting under instructions from Lachine or from London. If the Company can govern these districts in a mode so simple, there is no question but that the Canadian Government can devise one equally as simple, or one more efficacious and more satisfactory to the mass of the people, especially when the line of intercommunication between Lake Superior and the Red River will be less difficult than it now is. If the lands on the borders of Lake Superior, on the Rainy River, and on Red River were surveyed and laid out in townships for settlement, under the authority of the Government, and gradual occupation promoted by the opening out of a practicable road, the appointment of magistrates, and the establishing of a municipal code similar to that of Canada, conferring on the inhabitants the rights of election in their several municipalities, would be all that the state of the country would require for several years to come.

I am confident I speak the sentiments of the Red River people when I say their chief desires are, a voice in their own government, and freedom to trade in the best markets within their reach.

I venture to offer these few remarks, suggested by the local knowledge and experience acquired in the several positions in which I have been placed, and submitting them to your favourable construction as to the motives by which I am actuated,

I have, &c.

To the Honourable the President of the Council. (Signed) GEORGE GLADMAN.

Sir, Toronto, April 9, 1858.

I have the honour to inform you that, in compliance with your instructions to make immediate arrangements for proceeding to Red River at the opening of the navigation, to convey supplies, men, and canoes to Mr. Dawson, and to continue the exploration of the country west of Red River, I have engaged the services of Mr. James A. Dickenson, C.E., as surveyor, and Mr. John Fleming as his assistant.

In a former communication I referred to Mr. Dickenson's standing as an engineer and surveyor, and enumerated the references which he is ready at any time to submit. It will, perhaps, be sufficient here to mention that Mr. Dickenson is an engineer of ten years' standing, a graduate of Trinity College, Dublin, and that he accompanied the exploring expedition of 1857 to Red River, in the capacity of chief assistant to Mr. Napier, winning, by his industry, talent, courage, and eminent trustworthiness, the esteem and confidence of all members of the expedition.

Of Mr. John Fleming's excellent capabilities and industry I have already spoken in my report, dated 7th February, and yesterday Mr. Fleming completed the series of sketches, fifty in number, alluded to in that report, thus closing his connexion with the expedition of 1857, and assuming the office of assistant to Mr. Dickenson in the one now in process of organization, under such stipulations as will prove most advantageous to its general interests.

Mr. Gladman informs me that the canoes he brought with him to Sault Ste. Marie, on his return from Red River, are not in a condition to make the journey from Fort William to Fort Garry. It will therefore be advisable to secure two good north or three bastard canoes before leaving for Lake Superior, as it would not be judicious to rely upon the probability of obtaining canoes from the Hudson's Bay Company's stores at Fort William.

In order, however, to ensure the good will of the gentlemen in charge of the posts, I beg leave to suggest that a letter should be written for me to take to Sir George Simpson or Mr. Finlayson, at Lachine, requesting either of those gentlemen to favour me with a document addressed to the gentlemen in charge of the posts I may visit, containing instructions to offer every facility in the prosecution of the exploration.

I have, &c.

The Hon. T. J. J. Loranger, Provincial Secretary. (Signed) HENRY Y. HIND.

Sir, Secretary's Office, Toronto, April 14, 1858.

I am commanded by His Excellency the Governor-General to state to you, for the information of the Honourable Hudson's Bay Company, that it is the intention of the Canadian Government to send another expedition this year into the country, in the neighbourhood of the Red River Settlement, for the purposes of exploration.

2. The expedition will be divided into two parties, of which one will be under the direction of Professor Hind, and the other under that of Mr. Dawson. Both of these gentlemen served with the expedition last year, and the latter is still at Red River.

3. The operations of Mr. Dawson and his party, probably about twenty men, will be confined pretty much to the same ground as last year, namely, the route from Fort William to Fort Garry; while the operations of Professor Hind and his staff will extend to the country west of Red River and Lake Winipeg, and below the Rivers Assiniboine and Saskatchawan, as far west as "South Branch House."

4. His Excellency desires to bespeak through you, for the expedition this year, the same courteous assistance from the officers and servants of the Company on the line of the proposed expedition, which was so readily proffered last year, and which was (His Excellency is informed) so freely extended to all the members of the expedition.

5. This letter will be delivered to you by Professor Hind, who is about to repair to Montreal on business connected with the expedition.

6. Professor Hind would be glad to be favoured by you with a general letter, addressed to the officer in charge of the Company's posts, on the route about to be visited by him, requesting them to promote, as far as in their power, the general objects of the expedition under his charge. His Excellency desires me to state that he trusts it will be in your power to gratify Mr. Hind's wishes in this matter, as he doubts not it would very materially advance the object of the expedition.

I have, &c.

(Signed) T. J. J. LORANGER, Secretary.

Sir George Simpson, Governor Hudson's Bay Company,
Hudson's Bay House, Lachine, Montreal.

Sir, Hudson's Bay House, Lachine, April 23, 1858.

I have the honour to acknowledge your communication, dated 14th instant, informing me, by command of His Excellency the Governor-General, of the intention of the Canadian Government to send another expedition this year to the neighbourhood of the Red River Settlement, for the purposes of exploration, and requesting for the expedition the same assistance from the Hudson's Bay Company as was rendered to its members last season.

In reply, I beg to state that your letter was delivered to me in person by Professor Hind, to whom I intimated verbally, that it afforded the Hudson's Bay Company at all times great pleasure to render good offices to the Government of Canada, and that such assistance as could be given at the Company's posts to the expedition under his command would be freely rendered.

I have already furnished Professor Hind with the letters of introduction to the Hudson's Bay Company's officers, which you apply for, and given him the necessary authority to obtain canoes and other supplies at Sault Ste. Marie and Fort William. The usual equipment of tent and other camp appointments for his use while travelling in the interior has been provided from the company's store.

Begging you will assure His Excellency the Governor-General that the Hudson's Bay Company will forward the objects of the exploring expedition with the same cordiality with which they are ever anxious to co-operate with the Government of this province,

I have, &c.

The Honourable T. J. J. Loranger, (Signed) G. SIMPSON.
Provincial Secretary, Toronto.

Sir, Secretary's Office, Toronto, April 27, 1858.

I have had the honour to receive and lay before His Excellency the Governor-General your letter of the 23rd instant, in reply to mine of the 14th instant, and am directed by His Excellency to thank you for your acts of courtesy to Mr. Hind, and for the promises of the co-operation of the Hudson's Bay Company in promoting the object of the expedition, during the present year, to the neighbourhood of the Red River Settlement.

I have, &c.

(Signed) T. J. J. LORANGER.

Sir George Simpson, Governor Hudson's Bay Company,
Hudson's Bay House, Lachine, Montreal.

Sir, Secretary's Office, Toronto, April 14, 1858.

In my conversation with you last week I intimated to you that His Excellency the Governor-General in Council deemed it advisable, with a view to reduce as much as possible the expenditure of the Red River exploration party for the current year, to dispense with your services as general conductor of the expedition.

2. I have now to notify you formally, that your official connexion with the expedition will terminate on the 22nd inst.

3. His Excellency has further been pleased to dispense with the services of all those individuals connected with the exploring party who were under your more immediate control, and whom Mr. Dawson may not require, and specially direct to remain with him.

4. You will lose no time in notifying these gentlemen accordingly.

5. I have further to inform you that Professor Hind, who is about in a few days to leave for Red River, has been directed to take possession of the canoes and other articles, as well as any provisions belonging to the Government, either at Collingwood or Sault Ste. Marie. You will therefore give any directions that may be necessary for the transfer of the things above mentioned to Mr. Hind.

6. You will also furnish me with a complete inventory of any other Government property connected with the expedition, showing where and in whose custody it is.

7. It is of course desirable that all accounts connected with the expedition, while under your management should be closed and audited as speedily as possible.

I have, &c.

George Gladman, Esq., Port Hope. (Signed) T. J. J. LORANGER.

Sir, Secretary's Office, Toronto, April 14, 1858.

During the last week I communicated to you verbally instructions in reference to the proposed expedition to the neighbourhood of the Red River during the present year.

2. It has been acceded, as you are aware, with a view to keep down as much as possible the expense of the expedition this year, to dispense with the services of Mr. Gladman as its general manager.

3. The exploration party this year will consist of two divisions, one to be placed under your direction and control, and the other under the direction of Mr. Dawson.

4. His Excellency in Council has been pleased to place under your charge the topographical and geological portion of the exploration, respecting which full instructions will be given in another letter, while Mr. Dawson will continue to perform the same duties as last year, viz., those of surveyor, &c

5. The estimate of the probable expenditure of the expedition submitted by you on the 6th inst. was laid before His Excellency in Council, and has been approved of by them, and I have accordingly now to direct you to be guided as much as possible by that estimate in engaging your assistants, hiring your men, as well as in the other necessary expenditures of the expedition.

6. It is hardly necessary to say that His Excellency relies upon your exercising a due economy in all matters connected with the expedition.

7. As soon as you have completed your contemplated party, you will furnish me with a schedule, giving the names of all the persons composing it, and stating their rates of pay, and the dates from which their pay is to commence. Such a schedule will be necessary, to supply the auditor with the means of auditing your accounts.

8. Having organized your party, you will lose no time in repairing with them to Red River, taking with you the supplies (referred to in the estimate) required for Mr. Dawson.

9. On your way to the Red River, you will take possession of the canoes, provisions, and other articles belonging to the Government, either at Collingwood or Sault Ste. Marie. These, with the men intended for Mr. Dawson, you will deliver over to that gentleman when you meet him, either at Red River or on his way back.

10. You are to consider all the articles and materials of any description belonging to the Canadian Government, connected with the late expedition, as available for the purposes of the present expedition, and you and Mr. Dawson may therefore divide them between you in whatever way you may think most advantageous. Such articles, if any, as may not be required by either of you should be left in the custody of some trustworthy person to await the orders of the Government.

11. As soon as you shall have put Mr. Dawson in possession of the men and canoes intended for him each of you will be held separately responsible for the expenses of his own party. You will therefore, be careful to keep an accurate account of your expenditure.

12. The Auditor-General of Public Accounts will give you any information you may require as to the most convenient mode of making out and furnishing your accounts, &c.

Estimate of the Cost of the Red River Expedition, for the year 1858.

	Mr. Dawson. Returning.	Mr. Hind. Going.
	$	$
Two north canoes, with twelve Caughnawaga Indians and two French Canadians, at $1 per day; half the expense to be charged to each expedition, as it serves the object of both equally, for a period of two months	420 00	420 00
Twelve men for six months for Mr. Dawson	2,160 00	
Provisions for Mr. Dawson	760 00	
Provisions for Mr. Hind	- - -	760 00
Instruments for Mr. Hind :—		
Levels, Chains, thermometers, compasses, &c.	- - -	260 00
Photographic apparatus complete	- - -	200 00
Water-proof boxes	- - -	30 00
Stationery	- - -	30 00
Medicine chests	- - -	20 00
Presents for Indians at the Lake of the Woods; half to be charged to each party, Presents, consisting of tea, tobacco, hooks, &c.	50 00	50 00
Salaries : Mr. Dawson, at $6 per diem; seven months	1,260 00	
Mr. Hind, do. do. eight do.	- - -	1,440 00
Surveyor to Mr. Hind's party, at $4 per diem; eight months	- - -	960 00
Assistant to surveyor, at 20*l.* per month; eight months	- - -	640 00
Photographer to Mr. Hind's party	- - -	640 00
First assistant to Mr. Dawson	960 00	
Second and third assistant to Mr. Dawson	630 00	
Returning expenses of Mr. Dawson's party from Superior City to Toronto, by steamer and rail	400 00	
Further expenses of Mr, Hind's party in exploring the region about Manitobah, and in transacting business at Red River :—		
Seven horses	- - -	420 00
Three carts, with hire of men (eight men)	- - -	364 00
Feed for entire party, at 30 cents per day, for ninety days	- - -	324 00
Return by winter route viâ Lake of the Woods and Fort William	- - -	700 00
Camp equipage, ammunition, &c.	- - -	400 00
		7,658 00
Deduct sale of seven horses, at a loss of 20 per cent.	- - -	336 00
		7,322 00
Total expense of Mr. Dawson's party for 1858, after leaving Red River	6,640 00	
Total expense of Mr. Hind's party, going to Red River, exploring, and returning	- - -	7,322 00
Total combined expenses	$13,962, or	£3,491 C'y.

Expense of the Exploration of the Assiniboine and Souris Rivers for tertiary coal, and of Lake Manitobah for salt, and of the country between Lake Winipeg and Lake Manitobah, and the country

between Winnipagoose Lake and the Assiniboine, and westerly to the Saskatchewan, as far as the season will permit, between Lake Winipeg and Lake Manitobah, in excess of the expense of sending supplies to Mr. Dawson, $1,872, say $2,000 or 500*l.* currency.

(Signed) H. Y. HIND.

N.B.—Estimate referred to in paragraph five of Provincial Secretary's letter to Mr. Hind, dated April 14, 1858.

SCHEDULE (A.)

List of Persons employed in the Canadian Red River Expedition for 1858, and the Salaries or Wages of each, in conformity with an Estimate dated April 6, 1858.

Date of Engagement.		Salary per diem.
April 14th	Henry Y. Hind, geologist. (In charge.)	$6 00
„ „	James A. Dickenson, surveyor	4 00
		Per month.
„ „	John Fleming, assistant surveyor	£20 0 0
„ „	John Hime, photographer	20 0 0
	INDIANS.	
April 26th	1. Charles S. Kanasali, guide	$30 00
„ „	2. Martin Takatsitsiensere, bowman	27 50
„ „	3. Louis Tekaseiaseir, steersman	27 50
„ „	4. Ignaa Tekarustiorite	22 50
„ „	5. Sx. Tiorateken	22 50
„ „	6. Lazare Anerateriku	22 50
„ „	7. Mathias Shatckareukes	22 50
„ „	8. Thomas Orite, steersman	27 50
„ „	9. Louis Alioksisaks	22 50
„ „	10. Thomas Shakaohetstha	22 50
„ „	11. Mathias Aseurathor	22 50
„ „	12. Ignau Taserarew	22 50
„ „	13. Thomas Tekarenhoute	22 50
„ „	14. Pierre Arontuakerna	22 50

(Signed) H. Y. HIND.

N.B.—Schedule furnished by Mr. Hind, as called for in paragraph seven of Provincial Secretary's letter, dated April 14, 1858.

13. On your return from Montreal I shall be prepared to give you your instructions in reference to the localities in which your explorations are to be conducted, and as to the objects to which your attention is to be more especially directed.

I have, &c.

To H. Y. Hind, Esq., Toronto. (Signed) T. J. J. LORANGER, Secretary.

Sir, Secretary's Office, Toronto, April 16, 1858.

I have the honour to inform you that His Excellency the Governor-General has recently had under his consideration in Council, the subject of the organization for the present year of the exploring expedition in the neighbourhood of the Red River Settlement.

2. His Excellency in Council has decided, with a view to keep down as much as possible the expense of the expedition this year, to dispense with the services of Mr. Gladman as its general manager.

3. The exploration party will consist of two distinct divisions, of which one division will be placed under your direction and control, and the other under the direction, &c. of Professor Hind.

4. Professor Hind is now engaged in making the necessary preparations for his departure for the Red River, and will probably set out from this in about ten days.

5. Professor Hind has been instructed to take with him the men (14), canoes, and other supplies, which you require for the prosecution of your explorations, and to hand them over to you when you meet.

6. You are to consider all the articles and materials of every description belonging to the Canadian Government connected with the expedition as available for the purposes of the expedition this year, and you and Professor Hind may therefore divide them between you in whatever way you may think most advantageous. Such articles, if any, as may not be required by either of you should be left in the custody of some trustworthy person to wait the orders of the Government.

7. As soon as Professor Hind shall have handed over to you the men and canoes, &c. intended for you, each of you will be held separately responsible for the expense of his own party.

8. It would facilitate the auditing of the accounts of the expedition for the future, if you would furnish me with a complete list of your party as soon as you receive the men to be furnished you by Professor Hind, with their several rates of pay and other details.

9. I am to add that should you consider it advisable, you are at liberty to detain with you any of the individuals on either Mr. Gladman's or Mr. Napier's staff.

10. All your reports should in future be made direct to the Government through this office.

11. The instructions as to your future movements will be embodied in a separate communication.

I have, &c.

(Signed) T. J. J. LORANGER, Secretary.

J. S. Dawson, Esq., Surveyor,
Canadian Red River Expedition, Red River Settlement.

Sir, Secretary's Office, Toronto, April 16, 1858.

Adverting to the last paragraph in my letter to you this day, I have the honour to inform you that it is not thought necessary to make any alteration in the instructions for your future operations contained in the Order in Council of the 29th January last, and which have been communicated to you by Mr. Gladman.

2. You will therefore consider those instructions, so far as your explorations, &c. are concerned, still in force.

3. I am to add, however, that if time allows it, you will endeavour to survey the road between Gun Flint Lake and Pointe de Meuron, and when returning from the north-west corner of the Lake of the Woods, and passing through Rainy Lake, make occasional traverses, when practicable, with a view to ascertain the extent of arable land in that locality.

4. I am further to state that His Excellency, having every confidence in your judgment, does not think it right to trammel your movements by detailed instructions, and that you are therefore at liberty to make any other explorations in addition to those particularly mentioned in the instructions already conveyed to you, should you, upon the information obtained in the locality, deem it desirable you should do so.

I have, &c.
(Signed) T. J. J. LORANGER, Secretary.

S. J. Dawson, Esq, Surveyor, in command of the
Red River Expedition, Red River Settlement.

Sir, Port Hope, April 15, 1858.

I have the honour to acknowledge the receipt, this morning, of your letter of yesterday's date, conveying to me formally the intimation that His Excellency the Governor-General in Council deemed it advisable, with a view to reduce as much as possible the expenditure of the Red River exploration party for the current year, to dispense with my services as general conductor of the expedition, and that my official connexion with the expedition will terminate on the 22nd instant.

Also, that His Excellency has further been pleased to dispense with the services of all those individuals connected with the exploring party, who were under my more immediate control.

An opportunity being presented by a steamer going from Detroit to Superior City, and acting on your conversation with me on *the 12th instant*, I immediately wrote to my son and assistant (Henry Gladman) now at Fort William, directing him to cease all operations on his part in connexion with the explorations he was instructed to make between the Kaministiquia and Pigeon rivers, and to return to Toronto.

He is the only officer of the exploring party who can be said to have been under *my immediate control.*

By the memorandum of instructions which you were pleased to hand me on the 30th January, Mr. Dawson was directed to report, through me, to the Government, on the proceedings of the expedition in his department as surveyor.

I beg to acquaint you that I have not received any report whatever from Mr. Dawson, therefore have no knowledge of his present position. His assistants, nominated and appointed by the Government at the outset of the expedition, continue *under his control*, as far as I know.

On the 13th instant I placed in the hands of Professor Hind the receipt given by Mr. Spalding for the two canoes and the paddles left by me at the Sault Ste. Marie, in October last, with an order for their delivery to him.

My son is further directed to take an inventory of all stores belonging to the Government, and to transfer to Mr. Hind whatever he may require.

On the 13th instant (in conformity with your personal instructions) I handed to the Auditor-General all the accounts of the expedition; amongst those documents will be found lists of the instruments, &c. furnished to Professor Hind, Mr. Dawson, and Mr. Napier, in whose custody they always have been.

Having left my son alone at Fort William, with natives only to assist and guide him in his explorations through the country, without money and with an exceedingly scanty stock of provisions, he must have been under the necessity of borrowing supplies from the Hudson's Bay Company, or from the French residents, both for his own subsistence and the payment of the natives employed. These supplies will of course *have to be repaid.* The quantity of supplies I have ordered to be sent forward to Superior City will amount to about 70*l.* only; I would therefore beg to suggest that Mr. Hind should by no means depend upon obtaining any portion of those supplies, but provide himself entirely from Toronto or from Detroit, as may be found most convenient.

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

Sir, Secretary's Office, Toronto, April 27, 1858.

I have the honour to communicate to you the instructions promised in the last paragraph of my letter to you of the 14th instant, for your guidance in connexion with the branch of the expedition to the west of Red River, which has been committed to your charge.

2. The instructions contained in that letter will suffice for your guidance up to the time of your arrival at the Red River Settlement, and the present instructions therefore have reference merely to your operations after having left that settlement.

3. The region of country to which your explorations are to be then directed is that lying to the west of Lake Winipeg and Red River, and embraced (or nearly so) between the rivers Saskatchewan and Assiniboine, as far west as "South Branch House," on the former river, which latter place will be the most westerly point of your exploration.

4. It will be your endeavour to procure all the information in your power respecting the geology, natural history, topography, and meteorology of the region above indicated.

5. As to the general character of the geological portion of your labours, it is unnecessary to add anything to the instructions communicated to you last year, and which, so far as this point is concerned, will serve for your guidance for the present season.

6. There are, however, two matters to which I am to request you to direct your particular attention, namely, the salt region in the neighbourhood of Lake Manitoba, adverted to in your report for last year, and the deposit of tertiary coal or lignite reported to exist in the valley of Mouse River.

7. It is most important that you should ascertain, by actual examination, as far as possible, the existence, extent, and character of these deposits.

8. In ascending or descending the different rivers you may have occasion to explore, it is advisable that you should note with care their breadth, depth, rate of current, and the probable quantity of water discharged by them at different points, and at different seasons of the year, their facilities for navigation by boats or steamers, and whether they overflow their banks to any great extent at any season of the year.

9. The general aspect of the whole regions should be carefully described. The character of the timber and soil observed, and the general fitness of the latter for agricultural purposes ascertained as far as may be from observation and inquiry.

10. It is desirable that your meteorological observations should be made with the maximum and minimum thermometer, and with the wet and dry bulb. The temperature of the rivers, lakes, and springs should also be recorded, and the rain fall observed.

Any reliable information you can obtain as to the quantity of snow precipitated during the winter would also be of interest.

11. Your topographical explorations should be made with reference to the construction of a map (as complete as possible) of the region explored, on a scale of two miles to one inch; and your operations should be conducted in view of a possible extension, at some future time, of the exploration, so as to embrace the entire valley of Lake Winipeg and its feeders.

12. With a view to illustrate the natural history of the country, you will avail yourself of such opportunities as may present themselves to collect any objects that may be useful for that purpose.

13. Any geological or natural history specimens which you may have collected during your explorations may be left by you at Red River on your return, with the other property of the Government belonging to the expedition, to await the orders of the Government, with the other articles referred to in the tenth paragraph of my letter of the 14th instant.

14. I am to add that His Excellency, having every confidence in your judgment and discretion, does not wish to trammel you with more detailed instructions, and that you are left at liberty to make any other exploration in addition to those particularly named therein, should you, upon information obtained in the locality, deem it desirable for the general purposes of the expedition.

15. It is hardly necessary to state that you will be held responsible for the conduct, diligence, and fidelity of the party under your charge.

16. With a view to distinguish your branch of the expedition for the present year it will be convenient to designate it as the "Assiniboine and Saskatchewan Exploring Expedition," by this title, therefore, you will describe it in your report.

I have, &c.

Henry Y. Hind, Esq., Toronto. (Signed) T. J. J. LORANGER, Secretary.

Sir, Toronto, April 23, 1858.

I respectfully ask permission to endeavour to make arrangements with Dr. M'Kay, the editor-in-chief of the "Illustrated London News," and now in this city, to have published in the "Illustrated London News" a series of sketches of the forts belonging to the Hudson's Bay Company, of Indians, and of scenery, either drawn by hand or taken by photograph during the proposed exploration of the valleys of the Assiniboine and Saskatchewan under my charge.

I would suggest that each sketch or photograph should be accompanied by a brief description furnished by myself, and in all instances sent to Toronto for your inspection and approval before transmission to London.

I would further beg to suggest that it should be made, if possible, a condition of the arrangement, that stereotyped copies of all sketches or photographs taken during this exploration and published in the "Illustrated London News" be supplied by the proprietor of that journal for the purpose of illustrating my report and narrative of the progress of the expedition.

I have, &c.

To the Hon. T. J. J. Loranger, Provincial Secretary. (Signed) H. Y. HIND.

Sir, Secretary's Office, Toronto, April 27, 1858.

I have the honour to inform you that His Excellency the Governor-General has been pleased to approve of the arrangement which, in your letter of the 23rd instant, you state you desire to be permitted to make with Mr. M'Kay, the editor of the "Illustrated News," relative to the publication in that journal from time to time of sketches to illustrate the scenery, &c. of the country which you are about to explore this season.

It is understood, of course, that no charge will be made for the publication of the sketches, &c. in the "Illustrated News."

His Excellency agrees with you in thinking that it would be very desirable to secure, if possible, from the proprietors of the "News," stereotyped copies of any sketches furnished by you and published by them, for the purpose of illustrating your report.

I have, &c.

(Signed) T. J. J. LORANGER, Secretary.

PART I.

THE CANOE ROUTE FROM FORT WILLIAM, LAKE SUPERIOR, TO THE MOUTH OF RED RIVER, LAKE WINIPEG.

CHAPTER I.

The Sault Ste. Marie Canal, 1—Profile of the Route between the Ocean and Lake Superior, 2—Canadian public works on this Route, 3—Elevation of Lake Superior above the Ocean, 4—Elevation 600 feet, 5, 6—Nature of the Barrier opposing further progress, 7—Superior City distant from the Mississippi only 45 miles, 8—Route by Superior City important, 9—Distance between dividing ridges, 10—Route from Valley of Lake Superior to that of Rainy Lake in Canadian territory, 11—Pigeon River Route, 13—The Grand Portage, 14—2nd Portage to 12th Portage, 15, 18—Belle Portage leads over the height of land, 18—Advantages of the Pigeon River Route, 19—Current River, 20—Character of the winter route of Indians to Great Dog Lake, 24—A Road would save many miles of canoe route, 25—Height of Dog Lake and length of Portage, 26—Importance of Current River Route, 27—The Neepigon Route, 28—The Outlet, 29—The termination in the Winipeg River, 30.

Sault Ste. Marie Canal completes the Communication between the Ocean and Lake Superior.

1. The completion of the Sault Ste. Marie Canal,* in May 1855, established an uninterrupted water communication for seagoing vessels between Lake Superior and the ocean.

Profile of the Route between the Ocean and Lake Superior.

2. The heights and distances enumerated in the subjoined table show a profile of this route between Anticosti in the Gulf of St. Lawrence, and Fort William, at the mouth of the Kaministiquia River, Lake Superior.†

NAMES.	Distance from Anticosti in miles.	Elevation above the Sea Level.	Number of Locks.	Length of Locks in feet.	Breadth of Locks in feet.	Total Lockage in feet.
Anticosti	—	—	—	—	—	—
Quebec	410	—	—	—	—	—
Montreal	590	14	—	—	—	—
Lachine canal	590	14–58	5	200	45	44¾
Beauharnois canal	614	58′5–141′3	9	200	45	82½
Cornwall „	662½	142 6–185′6	7	200	45	43
Farren's Point canal	678	190′5–196	1	200	45	4
Rapid Plat „	688	195′3–207	2	—	—	12
St. Iroquois canal	699½	207–213	1	—	—	6
Galops „	714½	213–225	2	—	—	8
Lake Ontario	766	234	—	—	—	—
Welland canal	1,016	234–564	27	150	26½	330
Lake Erie	1,041	564	—	—	—	—
Detroit River	1,280	564	—	—	—	—
Lake St. Clair	—	—	—	—	—	—
River St. Clair	—	—	—	—	—	—
Lake Huron	1,355	573	—	—	—	—
River Ste. Marie	1,580	573–582′5	—	—	—	—
Sault Ste. Marie Canal	1,650	582′5–600	2	550	75	17½
Lake Superior	1 ,650	600	—	—	—	—
Fort William	1,910	—	—	—	—	—
Superior City	2,030	—	—	—	—	—

Great Public Works of this Communication altogether Canadian, with the exception of the Sault Ste. Marie Canal.

3. With the single exception of the Sault Ste Marie Canal, all the great public works which have been contrived and executed for the purpose of reducing the obstacles to uninterrupted navigation between the great lakes and the ocean lie within Canadian territory, and are under the control of the Canadian Government.‡

Elevation of Lake Superior above the Level of the Ocean according to Bayfield, Messrs. Foster and Whitney, Sir Wm. Logan, and Sir Jno. Richardson.

4. The elevation of Lake Superior above the ocean level has been variously estimated by different observers. Captain Bayfield considered it to be 627 feet above the level of the sea, which altitude is adopted by the narrators of Agassiz's tour in that region; and by Messrs. Foster and Whitney in their Report on the Geology of the Lake Superior Land District; Sir William Logan, in his Geological Report for 1846-7, states that its surface is 597 feet above the ocean; and in Professor Hall's Geology of the 4th District, N.Y., 596 feet is its assigned elevation. Sir John Richardson assumed its level to be 641 feet above the ocean.

* The Sault Ste. Marie Canal is one mile and an eighth in length, seventy feet wide at bottom, and 100 at water line, depth twelve feet. The average lift of the locks is seventeen feet six inches.

† See a map of the Province of Canada, showing the connexion by steam navigation of the region of the great lakes with Europe, by the route of the St. Lawrence and the great lakes, prepared for the Canadian Commissioners of the Paris Exhibition, by Thomas Keefer, C.E., Montreal, 1855.

‡ The cost of the construction of these remarkable links in the chain of unbroken communication, which now penetrates a distance exceeding 2000 miles into the interior of the North American Continent, approaches $15,000,000, and the annual revenue has risen from $131,000 in 1850, to $357,896 in 1856.

Mr. Keefer finds the Level to be 600 feet above the Ocean.

5. The altitude deduced in 1855 by Mr. Keefer, for the map prepared for the Canadian Commissioners at the Paris Exhibition, with the advantages and information derived from the levels obtained in the construction of various railways and canals from the ocean to Lake Superior, established a difference of only three feet in excess of that obtained by Sir William Logan in 1847.

6. The occasional fluctuations in the level of the waters of Lake Superior certainly exceed three feet, so that the elevation in the foregoing table of 600 feet is probably a correct estimate of the mean height of the waters of this Kitchi-gum-mi,* or Great Lake of the Ojibways, above the ocean.

Nature of the Barriers opposing further progress.

7. The barrier which opposes further westward progress by steam or boat navigation follows the general direction of the north-western and western coast of Lake Superior. Near Fond du Lac, in the territory of the United States, the dividing ridge is distant from the St. Louis River about eighteen miles, in a southerly direction, and here the elevation of the ridge is 475 feet above the waters of the lake.

Superior City distant from the Navigable Portion of the Mississippi, above Crow Wing, only forty-nine miles.

8. Kettle River, flowing into the St. Croix, a tributary of the Mississippi, issues from a small lake not twenty miles from Lake Superior, and the distance of the navigable portion of the Mississippi adjoining Sandy Lake is scarcely forty-five miles from Fond du Lac. The Mississippi is said to be navigable for steamers of light draught from Crow Wing to beyond this point, and Crow Wing is 130 miles from St. Paul by the travelled road, and less than 120 miles in an air line from Superior City.

The Route by Superior City to Crow Wing, a line of future commercial importance.

9. The construction of a plank road between Superior City and Crow Wing is already in contemplation, and the route is even now occasionally travelled. This line of communication between the valley of the Mississippi and the great lakes, will no doubt become of great commercial importance to the region of the Upper Mississippi and its numerous tributaries; and it is not improbable that its influence may extend to other water-sheds, viz., those of Rainy Lake, Red River, and the Saskatchewan.

Distance between dividing Ridges of Lake Superior and Rainy Lake.

10. The dividing ridge between the Embanas River, a tributary of the St. Louis River, and Vermillion River, which flows into the valley of Rainy Lake, is about forty-eight miles in an air line from the north-west coast of Lake Superior. On the Pigeon River, which forms the boundary between the United States and Canada, the dividing ridge is only twenty-eight miles in an air line from the north-west coast of the same great water level, but by the course of Pigeon River this height of land, or Ash-a-soi-si-ta-gon Lake, is more that double that distance.

Routes from Valley of Lake Superior to that of Rainy Lake in Canadian Territory.

11. In Canadian territory there are several routes by which access is gained from the valley of Lake Superior to that of Rainy Lake. The most southerly of these is the old North-West Company's frontier route by Pigeon River, already referred to; the second by the Kaministiquia River, which forms the main subject of the first section of this report; the third an Indian route by Current River to Great Dog Lake; and the fourth an Indian route by the Neepigon to Winipeg Rivers.

12. A brief notice of the Pigeon River route, with a glance at the Current River and Neepigon River routes may not be out of place before proceeding to describe in detail the topography of the Kaministiquia route.

SKETCH OF THE PIGEON RIVER ROUTE TO THE HEIGHT OF LAND SHOWN ON THE CHART.

(*See accompanying Chart.*)

Pigeon River Route.

Cascades numerous : Timber of the Country, Poplar, Spruce, and Birch.

13. Pigeon River debouches into Lake Superior about 150 miles in a north-easterly direction from Fond du Lac, or Superior City, in an air line, but little over thirty miles from Fort William, and fifteen miles from the south-west corner of Ile Royale. The first falls occur one mile and a half from the mouth of the stream, and the river is here seventy-five feet broad, the perpendicular descent is sixty feet. Below the falls, the river runs through a deep gorge from fifteen to twenty feet in width; about one mile further up a small fall occurs, and a mile and a half beyond a perpendicular fall of nineteen feet is caused by a dyke of greenstone, bearing east and west. Above this fall is a rapid, which extends eleven feet in forty yards; it rushes between hills on either side of the river, three and four hundred feet in height. Between the mouth of Arrow River and the Great Cascades the river presents a succession of rapids and small falls; the country is rolling and covered with poplar, spruce, and birch.

The Grand Portage nine miles long.

14. The Great Cascades are one mile below the west end of Grand Portage, once the site of Fort Charlotte, for many years the most important post of the North-West Fur Company. In the distance of 400 yards the river falls 144 feet. Three quarters of a mile beyond the Great Cascades several rapids occur, and the river flows between Slate Hills until the west end of the Grand Portage is gained. To avoid all these obstructions, the Grand Portage of about eight miles and a quarter is made from Grand Portage Bay, on Lake Superior, to this point of the river.

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* Spelt by Longfellow Gitche-Gumee, Big Sea Water (Hiawatha).

2nd, 3rd, and 4th Portages.

15. Calling the Grand Portage the first portage on this route, which it really becomes, if, instead of ascending the river, transhipment is made directly from Grand Portage Bay on Lake Superior: the second transhipment will be round three perpendicular cascades, having, with the accompanying rapids, an aggregate fall of fifty-five feet. The third portage is 630 paces long. The fourth portage is 750 paces long, and avoids a rapid.

5th, 6th, 7th, 8th, and 9th Portages.

16. The fifth portage is 2,200 paces long, and terminates at the lower end of Lac du Coq, or Fowl Lake. The sixth portage is 550 paces long, and leads to Moose Lake. At the upper end of Moose Lake a portage, marked on Thompson's map as 2·24 miles or 4,505 yards long, leads to Arrow River. The seventh portage (Great Cherry Carrying Place) is 1,035 paces long, and leads to Lower Lilly Lake. The ninth portage (Lesser Cherry Carrying Place) is 300 paces long, and leads to Hill Lake (Mountain Lake), seven miles and a half long, and a quarter to one-half mile in width.

10th, 11th, and 12th Portages.

17. The tenth portage is 640 paces long, and leads to Watab Lake. The eleventh portage is 3,315 paces long, and terminates at Mud Lake, the source of Arrow River. About a mile from the east end of Mud Lake the portage begins, which leads to a small lake, tributary to Wisacode River. This portage is about 1,000 yards long; the stream, before entering the lake, has a fall of 66 feet. The twelfth is 480 paces in length, and leads to Ashawinisitagon Lake.

The 13th Portage leads over the Height of Land.

18. The thirteenth portage is 540 paces, and leads over the dividing ridge, between the tributaries of Lake Superior and those of Hudson's Bay, to the source of Rainy Lake River, passing into and through Gun-flint Lake, and thence into Lake Seiganogah, with numerous cascades and picturesque falls.

Advantages of the Pigeon River Route.—Comparison of Distances.

19. The Pigeon River route has the advantage of being much shorter than by the Kaministiquia, and on to the west side of the height of land it is said to possess facilities for boat communication, which are not enjoyed by the route from Mille Lacs to Rainy Lake, the lake and rivers through which it passes having a greater body and depth of water. In former times it used to be much travelled by the voyageurs in the service of the North-West Company. Grand Portage Bay is only 220 miles east of Rainy Lake, while Fort William, on the Kaministiquia, is 263 from the same point.*

A SKETCH OF CURRENT RIVER ROUTE TO THE GREAT DOG LAKE.

Current River Falls in Thunder Bay.

20. About six miles in a north-east by east direction from Fort William, on the Kaministiquia, the waters of Current River are seen to fall over a precipitous ledge of black aguillaceous slate, within a few yards of their exit into Thunder Bay.

Character of the Forests in the Valley of Current River.

21. A succession of rapids and cascades, which in the aggregate, perhaps, exceed forty feet in height, occur within the space of half a mile from the mouth of the river, and forests of canoe birch, balsam, white and black spruce, tamarack, and cedar, with mountain ash and other small trees, fringe its rocky banks and occupy its shallow valley.

Of the Soil.

22. The soil is of small depth, and reposes upon the slates, generally without the intervention of a subsoil, but is covered, over large areas, with moss to the depth of one foot and more.

Country back of Thunder Bay.

23. Mr. M'Intyre, the gentleman in charge at Fort William, stated that the vegetation and country back of Thunder Bay, in the valley of this small river, for a distance of about fifteen miles, was similar to what we saw near its mouth. The moss which covers the thin coating of soil resting on the slates increases in depth as we retire from the lake, until it gives place to a better soil and timber of larger growth, within twelve to fifteen miles in an air line from the mouth of the stream.

Current River the Winter Route of Indians to Great Dog Lake.

24. The valley of this river forms the winter route of the Indians from Thunder Bay to Great Dog Lake, and while the Great Dog Portage, by the circuitous route of the Kaministiquia, is not less than forty-three miles from Fort William, Great Dog Lake is reached by the valley of Current River in an eighteen or twenty miles march from Thunder Bay.

A Road from Pointe Meuron, on the Kaministiquia River to Dog Lake, would save many miles of a difficult Canoe Route.

25. In making their winter journey to Great Dog Lake, the Indians generally proceed, we were informed, from the Mission in the neighbourhood of Fort William to the mouth of Current River,

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* For the foregoing brief notice of the route by Pigeon River as far as the height of land, I am indebted to the Report of Dr. J. G. Norwood, which will be found *in extenso*, in a Report on a Geological Survey of Wisconsin, Iowa, and Minesota, by Dr. D. D. Owen, U.S.G., and to the Map constructed by David Thompson, Esq., in 1826, by order of the Commissioners for the Boundary Survey.

and ascend its open and unencumbered course, reaching Dog Lake in one day from Fort William. A cursory inspection of the map will show that the direct line of route from Fort William, or rather from Pointe Meuron through the forest, if a track were cleared, would save several miles.*

Height of Dog Lake and Length of Portages on the Canoe Route.

26. The height of Great Dog Lake above Lake Superior is 710 feet, and to reach it in canoes by the route of the Kaministiquia involves portages, which in the aggregate amount to 325 chains, or four miles in length, with an ascent nearly equal to the elevation of Great Dog Lake above Superior.

Importance of Current River Route.

27. As a means of communication between Thunder Bay and Great Dog Lake, the Indian Trail up the valley of Current River appears to be of sufficient importance to require this special notice, and a bird's-eye view of the country from the summit of the Great Dog Portage, showed no mountainous range between that point and Lake Superior, apparently equal in altitude to the great barrier of Dog Lake, which at the summit from where the sketch which accompanies this report was taken, exceeds 850 feet above Lake Superior; it acquires additional importance from the fact that a travelled Indian canoe route and winter road exists between Dog Lake and Thousand Lacs, on the west side of the height of land.

A SKETCH OF THE NEEPIGON† ROUTE TO WINIPEG RIVER.

An Indian Route not much travelled or known.

28. An Indian canoe route, respecting which little certain is known. The Mission Indians on the Kaministiquia describe it as passing through a large number of lakes not figured on any map to which I have had access, and communicating with Rainy Lake by Mille Lacs, or with the Winipeg River, through numerous large lakes, among which Lac Sal, near the height of land, is the most extensive.

Outlet of Neepigon River.

29. The Neepigon River has its outlet in Neepigon Bay, about sixty miles in a direction north-east from Fort William, but by the canal route round the coast, a much longer distance.

30. The route from the Neepigon enters the Winipeg River a short distance above Island Portage, by a large river, named English River, which is now used as a canal route by the Hudson's Bay Company's servants from Red River to Moose Factory, at the mouth of Moose River, on James Bay, and formerly at rare intervals to Lake Superior.

CHAPTER II.

THE KAMINISTIQUIA ROUTE.—THUNDER BAY TO GREAT DOG LAKE.

Thunder Bay, 31—Entrance to the Harbour, 32—The Welcome Island, 33—Channel of the River, 34—Banks of the River, 35—Mission of the Immaculate Conception, 36—M'Kay's Mountain, 37—Maple on M'Kay's Mountain, 38—The Village at the Mission, 39—Freezing and thawing of the River, 40—Indian Corn, 41—Limestone exists, 43—Remains of extensive settlements, 44—Vegetation, 45—Rapid, 45—The Grand Falls of Kakabeka, 46—Height of, 47, 48—Alluvial Valley, 49—Vegetation of, 50—Area of Cultivable Land in, 51—Limit of Good Land, 52—Falls and Rapids, 53—Vegetation poor, 54—Burnt Forest, 55—The Great Dog Portage, 56—View from, 46—Physical Structure of the Great Dog Mountain, 57—Much good land on the flanks of the Great Dog, 58—Track of a Tornado, 59—Black Spruce Swamp, 59—Labrador Tea Plant, 59—Coal Wells in Moss, 59—Good Road on the Great Dog, 60—Section of Great Dog Portage, 60.

Thunder Bay, Position and Extent.

31. Thunder Bay, which receives the waters of the Kaministiquia,‡ forms a portion of the north-west expansion of Lake Superior. It is the most southerly of three large and deep land-locked bays which characterize this part of the coast, and it is situated between the parallels 48° 15′ and 48° 35′ north latitude, and in longitude 89° and 89° 30′ west of Greenwich. Its greatest length in a north-easterly direction is thirty-two miles, and its breadth from Thunder Cape to the mouth of the Kaministiquia, upon which Fort William is situated, about fourteen miles.

Entrance to the Harbour exceeds 180 feet in depth.

32. The main entrance to the bay is between the imposing headlands of Thunder Cape, 1,350 feet above the lake level and Pie Island, five miles, south-west of the cape, with an altitude of 850 feet. The depth of water in this broad entrance exceeds 180 feet, and a measure of sixty feet to 120 feet is maintained in many parts of the bay.

The Welcome Islands, Water inside, thirty feet; Water on the Bar varies from three and a half to five feet and a half.

33. Immediately opposite, and east of the three mouths of the Kaministiquia, the Welcome Islands are distant about two miles, and inside of these islands from sixty to thirty feet of water is shown on Bayfield's chart. Within half a mile of the river's mouth the water shoals rapidly, and the bar has a variable depth of three and a half to five feet and a half water upon it; but within one thousand yards of the north or main channel, twelve to fourteen feet water is maintained. Land is forming fast near the mouths of the river, and large areas in advance of the increasing delta sustain a thick growth of rushes.

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* In the Current River speckled trout are numerous, and its valley abounds with red and black currants, raspberries, strawberries and gooseberries, wherever sufficient light and air for their growth obtains admittance into the forest which covers the country.

† Neepigon—dirty water—Nee-pi-gon.

‡ Spelt Kaministikwoya by Sir Jno. Richardson, "the river that runs far about."

Main Channel of River; Fort William situated on it; Aspect of the Country about the Fort.

34. At a distance of about half a mile from the exit of the northern or main channel Fort William is situated. Upon the left or north bank, and opposite, is a large island formed by the middle channel of the Kaministiquia, which branches off from the main stream, about one mile and a half from the bay. In the time of the North-West Company this island was denuded of the trees it sustained, which consisted mainly of tamarack, for fuel and other purposes, and the greater portion is now covered with second growth. A large area south of the fort still remains destitute of wood, and forms the site of an Ojibway village, besides serving as an excellent open pasture ground for a herd of cows belonging to the Hudson's Bay Company, which swim across the river every morning, a distance of 400 feet, and return at an early hour in the afternoon to the farmyard in the vicinity of the fort.

Banks of River low.—Timber, Soil, &c.

35. The banks of the river here are low and flat, not exceeding ten feet in altitude. In the rear of the fort tamarack of small but dense growth prevails. The soil is a light sandy loam reposing on yellowish clay.

Mission of the Immaculate Conception.—Indian Reserve embraces much good Land.

36. Two miles above the fort, and in a direction nearly south from it, the third or southern outlet separates from the main channel. The banks of the river continue to rise above the level of its waters until they attain, at the Mission of the Immaculate Conception, an altitude of eighteen or twenty feet. Near the Mission the Indian Reserve of about twenty-five square miles begins; it embraces the best and largest area of cultivable land in the valley of the Kaministiquia, and much of it being situated on the flanks of M'Kay's mountain range, portions possess many advantages which do not belong to the available tracts near the shores of Thunder Bay.*

M'Kay's Mountain.

37. The general course of the river above the Mission for a distance of nine miles is towards the south-west, by very tortuous windings. Five miles from Fort William it approaches the base of the elevated table-land, to which M'Kay's Mountain forms an imposing and abrupt termination. M'Kay's Mountain has an elevation of 1,000 feet above the lake, and is the north-eastern boundary of an irregular but extended plateau, whose south-eastern flank follows the trend of the coast as far as Pigeon River.

Maple and other Hardwoods grown on the flanks of M'Kay's Mountain.—The Area over which good Timber extends is very large, following the Trap Ranges.—Soil at the Mission.

38. It is worthy of remark, that the flanks of M'Kay's Mountain support a heavy growth of hardwood timber (maple, &c.), and from various sources I was informed that this heavily timbered land stretches far to the south-west, on the side and borders of the table land. The rock formations which comprise the country between the Kaministiquia and Pigeon Rivers, indicate the presence of a fertile soil on the flank of the irregular table-land; the trap with which the slates are associated giving rise upon disintegration to a soil of superior character. At the Mission a light reddish loam constitutes the soil; this reposes, to a depth of six feet upon a bluish grey clay, which extends from the water's edge to ten feet lower.

The Village of the Mission very thriving, and consists of 30 to 35 houses, well built of wood.

39. The Mission of the Immaculate Conception is under the charge of the Rev. Jean Pierre Choré who has resided on the banks of the Kaministiquia for nine years. From that gentleman, who kindly afforded me every information respecting this valley in his power, I obtained numerous facts of interest in relation to its adaptation for settlement. At the Mission there are already congregated from thirty to thirty-five houses, substantially built of wood, and in their general arrangement and construction far superior to the log houses of Canadian pioneers in the forest. Many of them were surrounded with gardens, a few of which were in a good state of cultivation, and with some small fields fenced with post and rail.

Freezing and thawing of the River, 15th November and 10th April.

40. The average period of the river freezing is from the 3rd to the 15th November, and it becomes free from ice between the 20th and 23rd of April. The present year has proved an exception in many respects: the ice did not pass out of the river until the 13th of May, and on the 1st of August, the day of my visit, the waters of the river were higher than they had ever been known before at that season of the year.

Indian Corn does not ripen at the Mission, but ripens in flank of M'Kay's Mountain.

41. Indian corn will not succeed in this settlement, early and late frosts cutting it off. Frost occurs here, under the influence of the cold expanse of Lake Superior, until the end of June, and begins again towards the end of August. A few miles further up the river, west of M'Kay's Mountain, the late and early frosts are of rare occurrence, and it was stated that Indian corn would ripen on the flanks of M'Kay's Mountain.

Four or five miles up the River many Vegetables succeed well, which will not grow near the Lake.

42. All kinds of small grain succeed well at the Mission, and the reason why they have not been more largely cultivated is owing to the want of a mill for the purpose of converting them into flour or meal. Near the lake, at Fort William, for instance, oats do not always ripen: the cold air from the lake, whose

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* By treaty concluded in 1850, between the Hon. W. B. Robinson and Joseph Jeande Chat and his tribe, a reservation to commence about two miles from Fort William on the right bank of the river Kaministiquia, thence westerly six miles, parallel to the shores of the lake; thence northerly five miles; thence easterly to the right bank of the said river, so as not to interfere with any acquired right of the Hon. Hudson's Bay Company.

surface fifty miles from land showed a temperature on the close of the hottest month of the year of 39 5, is sufficient to prevent many kinds of vegetables from acquiring maturity, which succeed admirably four or five miles up the river.

Limestone exists in the Neighbourhood.— Ruins of a Kiln seen.

43. Fragments of limestone have been procured in the neighbourhood, but the locality could not be pointed out by any of its inhabitants. The ruins of a lime kiln, used by the North-West Company, have been discovered, and it is very probable that the limestone was obtained from the crystalline layers, the existence of which has been established over wide areas in Thunder Bay by Sir William Logan, and are noticed by him as being of a "reddish white colour, and very compact, some of which would yield good material for burning." These beds of impure limestone are mentioned by Mr. Murray (Geological Survey, Canada, 1846-7) as occurring in the lower portions of the formation occupying this valley.*

Remains of extensive Settlements not uncommon.

44. It is worthy of notice that substantial records of far more extensive settlements than now exist and a higher degree of civilization and improvement, are found at or near the various posts along this route, and particularly at Fort William, which date from the time of the North-West Company: many of these lie only in the recollection of the voyageurs. There is reason to believe that much valuable knowledge respecting the resources of particular localities has been forgotten, or is hidden in the memories of those who may have neither interest or opportunity to make it known. For an account of the progress of the seasons at Fort William, see Appendix (1), p. 141.

Clay Banks of the River.—Vegetation rich and luxuriant.—First Rapids.

45. Opposite McKay's Mountain the clay banks of the river were about fifteen feet high, and continued to rise on one side or the other until they attained an elevation of nearly sixty feet, often, however, retiring from the present bed of the river, and giving place to an alluvial terrace, some eight or ten feet in altitude, and clothed with the richest profusion of grasses and twining flowering plants. The current begins to be rapid about nine miles from Fort William, soon after passing Point de Meuron, the site of a fort established by Lord Selkirk, and continues so, in the ascending course of the stream, to the foot of the first demi-portage, called the "Décharges des Paresseux," where a rock exposure creates the rapids which occasion the portage. The fall here is five feet one inch in a distance of 924 feet. The distance of this portage from the lake, by the windings of the river, is about twentytwo miles and a quarter, and the total rise probably reaches thirty-nine feet.

The Grand Falls of Kakabeka.

46. The current continues rapid up to the foot of the Grand Falls, and high rock exposures commence on the precipitous banks three miles below them. These gradually assume the form of mural cliffs, capped with drift, increasing in altitude until they attain at the foot of the Grand Falls the height of about 160 feet on the left bank, while on the opposite side of the river the mountain portage path winds round the steep of a bold projecting escarpment ninety-one feet in altitude, and nearly half a mile from the falls.

Height of the Grand Falls.

47. At our camp, seven miles below the Grand or Kakabeka Falls, as they are termed, the level of the river was estimated to be forty feet above Lake Superior, and the foot of the falls sixteen feet higher. The Grand Falls themselves were found, by levelling, to have an altitude of 119·05 feet, and involved a portage of sixty-two chains or three-quarters of a mile. They are distant from the mouth of the river by its windings about thirty miles, and in an air line seventeen miles.

Altitude of the Grand Falls by different Observers.

48. As the altitude of these falls has attracted the attention of several observers, the different results obtained may not be without interest.

	Feet.
Altitude ascertained by levelling Mr. Dawson, (August 1857)	119·05
Capt. (now Col.) Lefroy, barometrical measurement	115·00
Mr. Murray, of the Canadian Geological Survey	119·00
Major Delafield	125·00
Sir John Richaadson, barometrical measurement	127·00
Lieuts. Scott and Derry†	130·00
Summit of Falls above Lake Superior	119·05 + 56·20 = 175·25

Breadth of the Alluvial Valley of the Kaministiquia.

49. The alluvial valley of the river, from about three miles below the Mountain Portage to Fort William, varies in breadth from a few hundred yards to one mile; the breadth occupied by land of a quality which might fit it for agricultural purposes, extends to near the summit of the flank of a low table-land, which marks the true limit of the river valley, and the average breadth of this may be double that of the strictly alluvial portion.

Vegetation of the Valley.

50. The low table-land is thinly wooded with small pine, and the soil is poor and dry. The alluvial valley sustains elm, aspen, balsam, poplar, ash, butternut, and a very luxuriaut profusion of grasses, vetches, and climbing plants; among which the wild hop, honeysuckle, and convolvulus are the most

* Geological Survey of Canada, 1846–7, p. 15.

† See p. 361 of the New York Edition of Sir John Richardson's Arctic Searching Expedition.

conspicuous. The rear portion of the valley, with an admixture of the trees just named, contains birch, balsam, white and black spruce, and some heavy aspens. The underbrush embraces hazel nut, cherries of two varieties, &c.

Area of cultivable Land in the Valley of the Kaministiquia exceeds 20,000 acres, not including the flanks of M'Kay's Mountain.

51. Occasionally the flanks of the low table-land approach the river, contract the valley, and give an unfavourable aspect to the country. This occurs near the Decharges des Paresseux and at most of the heavier rapids. The area available for agricultural purposes below the Grand Falls probably exceeds 20,000 acres; but if the flanks of M'Kay's Mountain be included in the estimate a large addition may with propriety be assumed.

The Grand Falls mark the Limit of available Country for Agricultural Purposes in the Valley of this River.

52. The Grand Falls mark the limit of a tract of country differing in many important physical aspects from the valley of the river lower down. From black argillaceous slates we pass to a region in which granite, gneiss, and chlorita schist prevail, and where the vegetation is often scanty and poor.

Falls and Rapids, with their Descents.

53. The course of the river is almost due north to Little Dog Lake, and its flow much broken by falls and rapids, which occasion in a distance of nineteen miles six portages and five discharges. The falls have respectively an altitude of 6·59 feet; Ecarté Portage (Nicholet Portage) 12·62 feet; Portage de l'Isle (third above Ka-ka-be-ka) 6·90 feet; Recousi Portage (fourth above Ka-ka-be-ka) 25 feet; (Couteau Portage) 3 feet; (Portage des Martres) and 14·94 feet (Little Dog Portage).

Vegetation poor.

54. In the forests which lined the banks at the different discharges the canoe birch was frequently seen eighteen inches in diameter, the underbrush consisted chiefly of hazel nut: wherever the gneissoid and syenite rock prevailed the valley of the river was much contracted, the timber light, and the soil shallow and full of boulders or detached masses of rock. The volume of water in the river appeared to be very small, considering its unusual height at this season of the year. An approximate measurement at one of the rapids gave a breadth of seventy with an average depth of two feet.

Burnt Forest. Luxuriant Vegetation on the Great Dog Mountain.

55. Extensive areas covered with burnt forest trees, consisting chiefly of pine, occur in the valley of the river as far as Little Dog Lake, when the formidable barrier of the Great Dog Mountain, sustaining a heavy growth of timber, comes into view. Occasionally aspens of large dimensions may be seen from the canoe, but it is not until the plateau of the Great Dog Mountain is attained that they acquire a diameter reaching eighteen or twenty-four inches, five feet from the ground. Trees of this species and of the above dimensions are found in abundance on the elevated barrier which separates the region of Great Dog Lake from the valley of the Kaminisitiquia, 347·81 feet below.

The Great Dog Portage elevation above Little Dog Lake. View from the Great Dog Mountain.

56. The Great Dog Portage * rises 490 feet above the level of the Little Dog Lake, and at the greatest elevation of the ridge cannot be less than 500 feet over the same lake. The difference between the levels of Little and Great Dog lakes is 347·81 feet, and the length of the portage between them one mile and fifty-three chains. The view from the summit of the Great Dog (more than 700 feet above Lake Superior) is very striking. Little Dog Lake lies at our feet, an unbroken forest of pines dotted with groves of aspen and birch, and in the swamp portions with tamarack, stretches in all directions from east to west, being bounded in the view by the distant undulating outline of the wooded hills, which limit the valley of the Kaministiquia. A portion of the abrupt escarpment of the elevated table-land in the neighbourhood of M'Kay's Mountain was distinctly visible.

Physical Structure of the Great Dog Mountain.

57. The base of the Great Dog Mountain consists of a gneissoid rock supporting numerous boulders and fragments of the same material. A level plateau of clay then occurs for about a quarter of a mile, from which rises, at a very acute angle and to an altitude of 283 feet above Little Dog Lake, an immense bank or ridge of stratified sand, holding small water-worn pebbles. The bank of sand continues to the summit of the portage or 185 feet above the clay plateau. The portage path does not pass over the highest part of the sand ridge. East of the path it is probable that its summit is 500 feet, as before stated, above the Little Dog Lake.

Much good Land on the flanks of the Great Dog Mountain.

58. In an endeavour to reach the head of Little Dog River, before it begins to make in its short course of † about four or five miles, a descent of 347 feet, I found that much of the soil on the flanks of the Great Dog Mountain was far superior to the average quality in the valley of the Kaministiquia. It consisted of a clay loam, with a gravelly subsoil, containing numerous pebbles and water-worn fragments of rock: this was particularly noticed on the flanks and surface of the lower plateau. (See section of Great Dog Mountain).‡

Track of a Tornado.—Black Spruce Swamp.—Cool Wells in the Moss of the Black Spruce Swamp.

59. The upturned roots of trees in the track of a tornado, which must have occurred here some years since, afforded an excellent opportunity of examining the soil and subsoil of the lowest plateau and the flank of the upper one. The upturned roots of large aspens, birch, and pine showed everywhere

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* See Section No. 1.

† Little Dog River is a continuation of the Kaministiquia; but in accordance with the Indian custom, it is named from the lake into which it flows.

‡ See Map in Appendix.

a gravelly loam containing pebbles from one to six inches in diameter. On approaching the source of Little Dog River a black spruce swamp was found to occupy an extensive area, but little above the level of the river. The clay soil in this swamp was covered to the depth of two feet with moss, which was again largely overgrown with the Labrador tea plant. Small holes in the moss filled with clear cool water afforded a striking contrast to the heated water of the rivers and lakes; the temperature of these shallow wells did not exceed 42°, while the water of Great Dog Lake, tested a few hours afterwards (half-past five p.m.), was 69°, a difference of 27°.

A good Road could be constructed in the flanks of the Great Dog Mountain and the 143 feet of ascent.

Section of Dog Portage.

60. The Great Sand Bank declines in steppes towards the river, and by turning its flank an excellent level road on the side of the first plateau could be constructed, with a length not exceeding twice that of the present portage path which rises over 140 feet above the lake to which it leads. The following section, kindly furnished me by Mr. Napier, will exhibit the relation of the several plateaux to one another and to Great Dog Lake.

No. 1.—Section of Great Dog Lake.

Height in Feet.	Distance in Feet.	Little Dog Lake.
o	o	
163·53	1000	Beginning of First Plateau.
215·00	1450	Termination of do.
251·74	1650	Beginning of Second Plateau.
283·78	2550	End of Second Plateau, and commencement of Sand Bank.
468·19	3300	Commencement of Third Plateau.
472·00	5920	End of Third Plateau.
490·00	6180	Summit of level and commencement of Fourth Plateau.
474·00	7400	End of Fourth Plateau, and commencement of descent to edge of cliff.
395·00	8680	End of descent.
348·00	8712	Bottom of cliff, and level of Great Dog Lake.

CHAPTER III.

GREAT DOG LAKE TO THE HEIGHT OF LAND.

Area of Great Dog Lake, 61—Vegetation, 61—Depth of water in Great Dog Lake, 62—Distance from Fort William, 63—Great Dog Lake an old centre of communication, and is connected with Mille Lacs, 64—Many other routes probably exist, 65—Professor Keating speaks of these routes 33 years ago, 66—Valley of Dog River, 67—Banks alluvial, 67, 70—Ancient Forest, 71—Action of ice, 72—Labrador Tea, 73—Dam at mouth of Little Dog River, 73—Climate, 74—Action of Ice, 74—Prairie River, 75—Sources of Dog River, 76—Height of Land and Barrier, 77—Prairie Portage, 78—Height of Land Lake, 78—Vegetable of Prairie Portage. 79—Height and Distances, 80, 81—Temperature of Lakes and Rivers, 82.

Area of Dog Lake about 200 square miles.

61. The area of Great Dog Lake, according to Mr. Murray,* whose opportunities of examining it were considerably greater than those of the members of the Exploring Expedition, probably exceeds 200 square miles; and, according to that gentleman, the country surrounding it is hilly, and covered with forests in which white spruce prevails, interspersed with groves of aspens, and occasionally dotted with the Weymouth (white) and Banksean (red) pines; white and yellow birch are abundant, and some of them of large dimensions. The lake is bounded by bold primary rocks, and studded with innumerable islands.

Depth of Water in Great Dog Lake very great.

62. The traverse of the canoe route, from the head of the Great Dog Portage to the mouth of Dog River, is about eleven miles in length, and the lake is seen to stretch far to the north of the last-named point; the canoe route follows closely the direction of its longest diameter, which is nearly due north and south; the depth of water, as ascertained by occasional soundings along the line of traverse, is very considerable. In one instance, seventy-two feet was recorded about 200 yards from a low rocky shore, and another sounding showed ninety feet half a mile from land: both of these soundings are marked on the map which accompanies this report.

Distance of Great Dog Lake from Fort William, eighteen miles, in an air line.—Former extension of Dog Lake visible.

63. The position of this lake in relation to Thunder Bay is interesting, as it forms the termination of a long land traverse from Current River, which is used by the Indians during the winter season; its distance in an air line from Fort William is about nineteen miles; whereas, by the windings of the Kaministiquia, it is fifty-five miles and a quarter: the former extension of Dog Lake in a westerly direction up the valley of the river of the same name, for fourteen or fifteen miles, is probably shown by numerous sand ridges which cross the valley of Dog River nearly at right angles to its course, as well as by the probable former extension of a portion of the Great Sand Ridge Barrier, which has been described as occurring at the Great Dog Portage, across the valley of the Little Dog River.

* Report of Progress for the year 1846–7.

Great Dog Lake an old Centre of Communication for the Indians.—
Is connected with Mille Lacs.

64. Great Dog Lake appears to be a certain centre of communication to which some degree of speculative interest may be attached; our guides pointed out the direction from one of the great westerly bays, through which a communication with Thousand Lakes, on the other side of the watershed. No doubt the route through this communication passes through extensive marshes, yet, if it avoids the objectionable ascent of Prairie River and Portage, it may be worthy of attention. Thousand Lakes, or Mille Lacs, as it is more commonly called, is — feet above Lake Superior, consequently above Dog Lake.

This Route an old Route.—Many others probably exist.

65. This route has long been known to the voyageurs and to the Indians about Fort William, and the same may be remarked of many other routes of which the Indian guides speak, and attempt to describe. Thirty-three years ago it was an old "path," and may have been one for centuries to the Indians of this region. No doubt that water communications superior to those now travelled may yet be found, but it seems clear that until the watershed of Rainy Lake is reached, no communication holding up sufficient water to form a boat route exists, or can be made without extensive and repeated dams.

Professor Keating speaks of this Route thirty-three years ago.

66. Professor Keating, so far back as 1823, relates that his party were shown an arm of the Lake which extends to the south-west, and which they were informed connects Great Dog Lake by an uninterrupted water communication with the Thousand Lakes. The route is shorter than that by Prairie Portage, but much filled with rapids. The same authority says that there is a communication between the Kaministiquia and Thousand Lakes passing more to the south than that from Dog Lake.*

Valley of Dog River flooded in Spring, extending Dog Lake many miles in a Westerly Direction.

67. So sluggish is the flow of water in Dog River that a rise of ten feet in the level of the lake would push back its waters to a distance of thirty-five miles up the tortuous course of that stream, and the voyageurs relate that in the spring of the year they are accustomed to paddle their canoes over the tops of the willows which fringe its banks below the first rapids, fourteen miles in an air line from the mouth of the river; the greater portion of the intervening valley being then under water.

Banks of the River alluvial.—Depth small, twenty-three feet; rises in Spring ten to fifteen feet at the upper end of its valley.

68. The banks of Dog River are altogether alluvial, for some distance up the valley, with the occasional exception of the abrupt sand cliffs noticed, which come upon the river and seem to form the termination of ridges, which traverse the valley at nearly right angles to the course of the stream. Recent watermarks showed a rise of five feet within three miles of the mouth of the river, and the shores of the lake itself indicated a recent water level about four feet above its present height (August 8th). Higher up the stream, a recent rise of six feet was indicated. The banks showed alder bushes, willow, dogwood, and tamarack; its average breadth is about eighty feet in ordinary seasons; its general depth at this period of the year cannot be above two or three feet, as we were informed by our steersman, that he has often known canoes to be constantly impeded by shallows and drift islands, at times when the level was probably four feet lower than during the present extraordinary season.

Dog River connects with the Neepigon, and the Neepigon with English River.—
Winipeg River.

69. The average height of the bank rises from four feet, a short distance from the mouth of the river, to ten feet, fourteen miles further up. At nearly every turn, newly formed oval and elongated banks of sand protruded and showed a general elevation of five feet above the present level. Low hills of granite begin to narrow the valley, after passing a small stream coming from the north, and said to lead to a communication with the Neepigon.

The Valley of Dog River.

70. From the summit of a low granite hill, perhaps 200 feet above the river bed, the surrounding country was distinctly mapped out at our feet. The valley of the river appeared to have a breadth of a mile at our point of view, widening out in the direction of Dog Lake, and contracting towards the height of land between low ranges of granite hills, which did not seem anywhere to exceed 200-280 feet in altitude.

Remains of an ancient Forest seen.

71. Some of the hills consisted of bare rock, others were covered with a young forest growth, which seemed to consist chiefly of the Banksean pine and aspen. In the distance the tops of a few hills showed clumps of red pine standing erect and tall above the surrounding forest. They may be the remnants of an ancient growth, which probably once covered a large portion of this region, having been destroyed by fire at different epochs, as large areas were still strewed with the blackened trunks of trees; and in the young bush which seems fresh and green at a distance, the ground was found to sustain the charred remains of what had once been a far more vigorous vegetation.

Hill abraded, probably by Ice.—The Labrador Tea common.

72. The low ranges of hills bear a great outward resemblance to those which surround Dog Lake. No precipitous escarpments are visible, but most of them have a rounded, dome-like aspect, and close inspection of some of them gave strong indications of the abrading action of ice. Large quantities

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* Narrative of an Expedition to the Source of the St. Peter's River, &c. &c., by Wm. H. Keating, A.M.S., 1824.

of Labrador tea (*Ledum palustre*), were seen everywhere we landed. The flow of the river until we approach a stronger current, twenty-five miles from Dog Lake, varies from a half to one mile an hour.

General Character of the Valley of Dog River similar to that of Dog Lake.—Effect of a Dam at the Mouth of Little Dog River.—Boulders left by Ice on a Ledge of Rock, on the Margin of the River.

73. The general character of this valley is very uniform, and the idea presented to the mind in endeavouring to picture its aspect when covered with water in the spring was that a general rise of twenty or twenty-five feet would give it an appearance very similar to Great Dog Lake; with analogous deep bays formed by the valleys of its tributaries, and having on its shores hills of the same altitude and similar formations as are found bordering the lake below; in fact, a high (twenty-five feet, dam, as has already been hinted, at the source of Little Dog River, might perhaps convert Dog Lake into a magnificent sheet of water, having in a westerly direction a further extension of at least fifteen miles. It would remain, however, to be ascertained whether Dog Lake has not other outlets than the one which leads through Little Dog River. It is not at all improbable that this may be the case.

Difference in the Climate of the Grand Falls and this Part of the Dog River Valley.—Difference in Altitude 542 feet.

74. At our camp on the 9th of August, at the head of a small portage round a fall of three feet and a half, about three miles below the mouth of Prairie River, blue berries, not yet ripe, were very abundant, showing a marked difference in the climate of this spot, and the Grand Falls, where some days before we had found them perfectly ripe, and in the greatest profusion. The difference in elevation is about 542 feet. About a quarter of mile from the camp, in our course up the river, we came upon a bare granite hill, about 250 feet high, ascending from the water's edge, at an angle of nearly 45°, its surface, consisting of smooth rounded ridges; and about fifteen feet above the river a collection of water-worn boulders, from six inches to two feet in diameter, were deposited upon a ledge, leading to the inference that they had been left there by ice during spring freshets, and so far showing some confirmation of the statements of the Indians respecting the remarkable rise of water in the long valley during the spring months.

Prairie River only ten feet broad.—Dog River.

75. The last portage on Dog River in the canoe route to Fort Francis is the Jourdain Portage, four miles in an air line from the height of land. It involves an ascent of 8·60 feet by a portage six chains and a half long; a very short distance above it, the mouth and windings of Prairie River are seen with difficulty through the tall rushes which seek to conceal its course for a distance of 200 or 300 yards. Up this little streamlet, scarcely ten feet broad, the canoe route lies, while Dog River, still measuring a breadth of forty feet, can be traced far to the north by a succession of small lakes and ponds which mark its course.

Description of Dog River to the Feeding Swamp.

76. Mr. Murray, of the Geological Survey, ascended Dog River up to its feeding marsh in 1847, and describes its course after receiving Prairie River, through which our route lay, as "turning off "nearly due north, and widening out into a long narrow lake for about two or three miles, after "which there follows in the same line a chain of twelve small lakes or ponds, connected by short "rapid streams, comprised within the distance of ten to twelve miles. The uppermost pond appeared "at its northern extremity to terminate in a great marsh, which was supposed to be the ultimate "source of the river, and to extend far and wide along the height of land, probably joining the Great "Marsh of the Savannah Portage on the Red River route."*

77. Prairie River is scarcely more than ten feet broad at its mouth, and for a few hundred yards it is so thickly fringed with rushes that two canoes cannot proceed side by side, or even pass one another with facility. The length to Cold Water Lake is about one mile and three quarters, in an air line, and perhaps nearly double that distance by its windings; its general course is a few degrees to the south of west. Much of the route towards the high barrier of land at Cold Water Lake, which now comes into view, lies through small marshy lakes or ponds, three in number, and the whole distanee does not exceed three miles. The barrier behind Cold Water Lake, which stretches far to the north and south, may rise 200 or 220 feet in height, the end of the portage path over it, according to measurement at the Height of Land Lake being 157 feet above the lake. It constitutes the great and formidable prairie or Height of Land Portage, two miles and five eighths of a mile long. Cold Water Lake is well named on account of its temperature. Careful observation made it 41°·5, and the large spring or source which feeds it, and gives rise to the Prairie River, gushes out of the rocky side of the barrier, about fifty feet above the lake, with a temperature of 39°·5.

Prairie Portage does not pass over the highest Land between Lake Superior and Rainy Lake.—Height of Land Lake 157 feet above Cold Water Lake, and 885 above Lake Superior.

78. Prairie Portage passes over the height of land, but not the highest land on the route, and its course lies first south-west up a steep wooded hill, without rock exposure, but composed of drift clays, sand, and numerous boulders; it then enters a narrow valley, which terminates in a small lake, about five acres in area, and twenty feet deep, occupying a hollow among the hills on the height of land. The portage path continues on in the same direction until the Height of Land Lake is reached, a small sheet of water, about a square mile in area, and 157 feet above Cold Water Lake. The utmost elevation reached on the Prairie Portage is probably 190 feet above Cold Water Lake, or nearly

* Report of Progress, 1846–7.—Prairie River ten feet broad.—Height of land barrier rises 220 feet above Cold Water Lake, at the foot of the height of land.

900 feet above Lake Superior. It is probable that no hill within sight attained an elevation exceeding twenty or thirty feet above this limit. Mr. Dawson makes the Height of Land Lake 879 feet above Lake Superior.

Prairie Portage sustains good-sized Spruce and Pine.—Labrador Tea common.—Fragrant Indian Tea common.

79. Prairie Portage sustains some spruce and pine of fair dimensions, one *Pinus Banksina* measured five feet nine inches in circumferenee four feet from the ground, and many of equal dimensions were seen in the neighbourhood. A considerable portion of the timber is burnt, and the underbrush everywhere shows a profusion of hazel nut, and small shrubs and plants, such as raspberries, blue berries, gooseberries, and strawberries, all of which were here gathered ripe, the Labrador tea (*Ledum palustre*) was in great profusion in particular spots, and at the termination of the portage, near the Height of Land Lake, the fragrant Indian tea plant (*Ledum talifolium*) abounded in the moss bordering this elevated sheet of water, which is 885 feet above Lake Superior, or 1,485 above the sea.

80. The following estimates of the heights of Prairie Portage above the sea are taken from Sir John Richardson's "Arctic Searching Expedition."*

	Feet.
Dog Log Lake, above Lake Superior	657
Ascent of Dog River	14
Portage to Cold Water Lake	2
West end of Prairie Portage and Middle Portage	161
Lake Superior above the sea	641
Height of Prairie or Middle Portage above the sea	1,475

81. "In 1849 the height of the upper end of Dog Portage was ascertained by me with Delcro's "barometer. In the previous season the aneroid barometer gave 328 feet as the height, which was "a greater degree of accordance between the instruments than I generally found. Major Long esti- "mates the watershed between Lakes Winipeg and Superior at 1,200 feet above the tide; Major De- "lafield calculates the height of Cold Water Lake at 505, to which if 161 be added for the Prairie "Portage, and 641 for Lake Superior, we have 1,307 feet for the height of Prairie Portage over the "sea; Captain Lefroy, by barometrical measurements, made in connexion with the observatory at "Toronto, makes the west end of Prairie Portage 1,361 feet above the sea; but the distance between "the two places of observation renders the result liable to some error."

Temperature of Lakes and Rivers.

82. Table of the Temperature of Lakes and Rivers from Lake Superior to the Height of Land.

Name of Lake or River.	Temperature of Lake or River.	Day.	Hour.
	° ′		
Lake Superior, fifty miles from land	39 5	July 30	Noon.
Lake Superior, four miles from the Paps	46 0	„ 31	—
Thunder Bay, 500 yards from the mouth of Current River	65 0	August 2	4 P.M.
Kaministiquia, opposite the Mission	70 0	„ 2	1 „
Kaministiquia	68 0	„ 3	6 A.M.
Do.	65 0	„ 4	6 „
Do.	65 0	„ 5	6 „
Spring at Kakabeka Falls	45 0	„ 5	Noon.
Kaministiquia	65 0	„ 5	„
Water in Spruce Swamp, Great Dog Portage	42 0	„ 8	„
Great Dog Lake	69 0	„ 8	5 P.M.
Dog River	69 0	„ 9	3 „
Do.	68 0	„ 10	6 A.M.
Do.	66 0	„ 10	10 „
Prairie River	62 0	„ 10	10½ „
First Lake on Prairie River	39 0	„ 10	11 „
Reedy Swamp	63 0	„ 10	11½ „
Lake at foot of Prairie Portage	56 0	„ 10	12 „
Mouth of stream issuing from Cold Water Lake	43 0	„ 10	12 „
Cold Water Lake	43 0	„ 10	12 „
Do.	41 5	„ 10	12½ „
Sources of Prairie River, one of the sources of the St. Lawrence	39 5	„ 10	1 „

CHAPTER IV.

THE HEIGHT OF LAND LAKE TO RAINY LAKE.

Height of Land Lake, 83—Savanne Lake, 83, 84—Savanne Portage, 85—Savanne River, 86—Vegetation and Banks of the River, 87—Mille Lacs, 88—Sail Rocks, 89—Baril Lake, 90—Ancient Line Forest, 90, 91—Scenery of the Side Hill Path, 91—Height of Brulé Hill, 92—Importance of the region about Mille Lacs, 93—French Portage, 94—Ancient Forest near Pickerel Lake, 95—Vegetation of Portage de Pins, 96—Scenery and Country about Sturgeon Lake, 100—Cascades of Sturgeon Lake, 101—Island Portage, 103—Nameaukan Lake, 103—Rainy Lake, 103.

Height of Land Lake.—Savanne Lake.—Pitcher Plant.

83. The summit or Height of Land Lake is about the third of a mile broad, but its length from north-west to south-east could not be determined on account of the vast expanse of rushes, with islands of tamarack, which seemed to blend it with an extensive marsh stretching far in both directions.

* Arctic Searching Expedition: a Journal of a Boat Voyage through Rupert and the Arctic Sea, in search of the Discovery Ships under Sir J. Franklin, by Sir John Richardson, C.B.; American edition, 1854.

A portage about half a mile ln length, letting us down sixteen and one-third feet, brings Savanne Lake into view. The shores of this reedy expanse of water are fringed with Labrador and Indian tea, and here, too, for the first time, the beautiful Indian Cup or Pitcher Plant (sarracenia purpurea), once so common at the Grenadier Pond near Humber Bay, Lake Ontario, was seen in great profusion. From near the summit of a pine tree, a slight depression to the north and north-east of the dividing ridge was observed in the generally level outline of the horizon; by this depression it seemed probable that the waters of the height of Land Lake and its connecting swamps drained into Dog River With this exception the horizon appeared to be perfectly uniform, the slight difference in the height of the tamaracks and spruces, which seemed most to abound, furnishing the only deviation from a perfectly level expanse in all other directions.

Savanne Lake tributary to Hudson's Bay.—Connexion between Water-sheds not uncommon.—Savanne Lake.

84. The Savanne Lake with its feeding swamps may therefore be considered to be the source of the waters which, in this latitude, send tributaries to Hudson's Bay; although the Indians say that there exists a connection between the Height of Land Lake and Savanne Lake; the portage between them is named Portage de Millier, and passes over a low sandy ridge supporting small pine, and at its edge tamarack and spruce. The connections, indeed, which exist between different water-sheds, by means of the swamps, impassable to a small canoe, at the height of land, are by no means of rare occurrence. In the present case we have the Height of Land Lake sending its waters both to the St. Lawrence and to Hudson's Bay; but if we go a little further south, we find that in the territory of the United States, these interlockages are numerous and complex.* The St. Croix Lake, connecting the Mississippi with Lake Superior; the west fork of Bad River and the Nemakagon at Long Lake, establishing the same connection; and the Big Fork, which flows into Rainy River, thence into Hudson's Bay, is connected with the Ondodawanoan River, a tributary of Lake Winibigoshish, through which the Mississippi flows. Savanne Lake is about one mile broad; at its south-westerly termination begins the Great Savanne Portage, as well as its outlet, in the form of a small stream, much encumbered with fallen trees, and connecting with Savanne River; by this small stream canoes pass when the water is high, and thus avoid the troubles of the Great Savanne Portage.

Condition of Savanne Portage.—Remains of old Road. Portage once good.—Can be made good at small cost.

85. This common dread of the voyageurs is one mile and forty-one chains in length; it descends thirty-one and a half to Savanne River, and consists of a wet tamarack swamp, in which moss grows everywhere to the depth of one foot, or eighteen inches; the moss is supported by a retentive buff clay, which is exposed at the western extremity of the portage. The remains of an old road, probably constructed in the time of the North-West Company, passes through it, and is formed of split trees, now in a thorough condition of decay. The same may be said of all the swampy portages along this line of route. In the time of the North-West Company this portage was doubtless one of the best, considering its length and general character, but now a false step from a rotten or half floating log, precipitates the voyageur into eighteen inches of moss, mud, and water. No physical impediment appears to exist which would prevent this portage from being drained at a very small cost, and converted into one of the best on the whole line of route.

Savanne River.

86. Savanne River, to which it leads, is very rapid a little above the landing place; but by wading up the stream for about a quarter of a mile, the occurrence of dead water without froth or bubbles, showed that the feeding swamp or lake was near at hand. Savanne River is about twenty-five feet broad here, and it continues a very meandering and crooked westerly course of about thirteen miles to Mille Lacs, or Lake of the Thousand Islands, as it is sometimes termed.

Banks of the River.—Vegetation.

87. The banks of this river are altogether alluvial, and diminish gradually from ten feet in altitude near its source, to the level of Mille Lacs, at its entrance into that extensive and beautiful sheet of water. The immediate banks of Savanne River are clothed with alder, willow, and dogwood; behind these are seen tamarack, pine, spruce, and aspen. Near its mouth much marshy land prevails, and at its confluence with Mille Lacs is characterised by a large expanse of rushes and other water plants common in such situations.

Area of Mille Lacs.

88. Mille Lacs is described by the Indians as extending in a direction due west much farther than was visible from the canoe route, on account of the numerous islands with which it is everywhere dotted. In the lower portion of the Savanne River many large ponds and reedy lakes, connected together by small watercourses, join with the main river, and indicate the great extension which Mille Lac assumes in an easterly direction during spring freshets. It appears very probable that a length of thirty miles, with an average breadth of six—ten miles may be taken as a fair representation of this remote sheet of water; the canoe route through it is twenty-one miles in length, from the mouth of the Savanne to Keg or Baril Portage; granitic dome-shaped islands are very numerous, and occasional exposures of clay and sand banks come into view on the points and islands along the line of route.

White Quartz, Sail Rocks.

89. The hills here and there bear pine of fair dimensions, while in the narrower and shallower valleys between them there is every indication of hardwood over large areas. Exposures of white quartz are epeatedly seen on the islands and main land at the western extremity of the lake; and not unfrequently

* See Dr. Norwood on this subject, in the Geological Survey of Iowa, Wisconsin, &c. &c.

are they taken by travellers during their first voyage for the sails of distant boats. The name "sail rock," given to them by the voyageurs, is derived from this erroneous impression. Where the lake narrows on approaching Baril Portage, gneissoid hills and islands about 100 feet high showed a well-defined stratification dipping north, at an angle of about fifteen degrees, and on that side smooth, and sometimes roughly polished on the south side, precipitous and abrupt. The same character was noticed at the Baril Portage, which has a length of sixteen chains eighty-five links, with an altitude of seventy-two and a half feet, and an ascent of 1·86 feet. The north-eastern exposure of the rocks here was smooth, the southern rugged and often precipitous.

Baril Lake.—Large dead Pines.—Large living Pines.

90. Baril Lake is seven and a half miles long, and is the counterpart of the western extremity of Mille Lacs. It is terminated by the Brulé or Side Hill Path Portage, twenty-one chains long, leading to Brulé Lake, forty-seven feet below Baril Lake. At Brulé Portage I ascended a steep hill bordering a small rapid stream called Brulé River, and from an altitude of fully 200 feet, had a fine view of the surrounding country. The vegetation upon the hill side and summit was truly astonishing, and the term Brulé Portage received an unexpected interpretation on finding, hidden by a rich profusion of brush-wood, the dead trunks of many noble pines. Throughout the day the tall trunks of white pine, branchless and dead, rising in clumps, or in single loneliness far above the forest, had attracted attention; and on the side of the Brulé Hill we observed many prostrate half burnt trees of the largest size. One dead trunk was measured and found to have a circumference of twelve feet five inches from the ground. A living tree, tall and clean, and apparently quite sound, measured nearly ten feet in circumference, and many of the prostrate pines were of equal dimensions.

Ancient White Pine Forest.—Luxuriant Second Growth.—Scenery of Side Hill Path.

91. There can be little doubt that these were the remains of a magnificent white pine forest, which extended formerly over a vast area in this region, since from the summit of the hill these remains in the form of scattered living trees, or tall, branchless scattered trunks, met the eye in every direction. The second growth indicated a soil not incapable of sustaining pine trees of the largest proportions; black cherry, birch, white and black alder, small clumps of sugar maple, and a thick undergrowth of hazel nut now occupies the domain of the ancient forest. The south-west side of this hill formed a precipitous escarpment 150 feet above the waters of a long clear lake. All around the eye rested upon low dome-shaped hills dipping towards the north-east, and covered with a rich profusion of second growth. The vast wilderness of green being dotted with black islands of burnt pine, with a few detached living remnants, serving by their surprising dimensions to tell of the splendid forest which must have once covered the country.

Height of Brulé Hill above the Sea.

92. The soil, wherever examined, consisted of a red sandy loam, covered with a thin coating of vegetable mound. Occasionally bare rock exposures protruded, and granitic boulders were numerous. The uniform size of the second growth timber on this Brulé Hill, seemed to prove that the great fire which devastated this region may have occurred about thirty years since. The hill round which the portage path winds is considerably higher than any observed range on the height of land, and its summit, from which a view of the surrounding country was obtained, is probably about 100 feet above the height of Land Lake, or 1,585 feet above the ocean level; M'Kay's mountain having an elevation of 1,600 feet above the same level.

Importance of the Region about Mille Lacs, in an agricultural point of view.

93. The impression produced by a survey of the solitudes about the western extremity of Mille Lacs and Baril Lake was rather of a favourable character. If in the course of time mineral wealth should be found to exist in profitable distribution about Mille Lacs, there would be no scarcity of arable soil between the low hill ranges of that beautiful little inland sea to supply the wants of a mining population, or in the event of a line of communication between Thunder Bay and Rainy Lake being established, its western shores and those of Baril and Brulé Lakes offer suitable localities for village depôts.

French Portage.

94. From Brulé Lake to French Portage, a distance of four miles, the canal route lies through a series of lovely lakelets, and short rapid streams fringed with cedar and spruce, and behind these fair-sized red pine, birch, aspen, and large spruce. French Portage bearing due west, is one and three-quarter miles long, and lets us down ninety-nine and three-quarter feet into French Portage or Pickerel Lake. The timber on this portage consists of aspen, red pine, and spruce. On the shores of the lake low hills appear, and are timbered with extensive forest red pine, varied with patches of spruce, aspens, and birch.

Ancient Forest near Pickerel Lake.

95. Pickerel Lake, through which in a direction nearly due south-west the canoe route now runs, is a fine sheet of water thirteen miles long by two to four broad; its shores consist of low hills covered with fine forest pine, with spruce, aspens, and birch in the valleys. On the east side of the lake the remains of an ancient pine forest are often visible in the forms of noble detached trees. These occur about six miles from its head, and here, too, may be occasionally noticed small groups of the same trees rising far above the comparatively young growth which now surrounds them. The half-burned standing trunks of huge dimensions, show the extent and character of the earlier forest, and the cause which destroyed their companions. White pine in numbers still remain at the foot of the lake, and were seen at the portage, which is called Portage du Pin, also Portage des Morts. The first name is evidently derived from the prevalence of large red and white pine here; its length is twenty-six chains, and its descent is 6·9 feet, leading into Jack Fish or Doré Lake, a small sheet of water about a mile across, but extending much further in a north-westerly direction.

Fine Vegetation of Portage des Pins.

96. Among the trees observed here, remarkable for their size, cedar, ash, white and red pine, with birch of two kinds, may be enumerated. The cedar is far superior to any before seen. A clay subsoil is found in the valley of a small river running near the portage path, and the upturned roots of trees on the hillside showed fine washed white sand upon which a sandy loam was imposed. The foot of Doré Lake brings us to the Portage des Deux Rivières, which lets us down into Sturgeon Lake 117·21 feet, in a length of thirty-two chains.

Scenery and Country about Sturgeon Lake.

97. The whole country seems to sink with the French Portage and the Deux Rivières Portage. The hills about Sturgeon Lake at its upper end are not above 100 feet high, and if the valleys and lakes were filled up between the tract of country south-west of French Portage, it would be nearly a level plain, with a slight south-westerly descent. In Sturgeon River, leading to the lake of that name, we meet with the first marshy place since leaving the mouth of the Savanne River. The canoes here were forced through a profusion of aquatic plants, among which the beautiful white water lily, with its golden-hued companion frequently occurred. Willows, small aspen and alder, grew on the banks, but no hill or elevated table land was visible from the shallow but tortuous river, choked with aquatic plants, through which we forced our way into the main body of Sturgeon Lake. Once on the open lake, hills about 200 feet high rose into view at some distance on the eastern side. The bushy tops of what appeared to be a grove of elms were seen near the head of this large and beautiful sheet of water; again wide tracts of burnt land attract attention, with a few white pines, remains of a forest long since destroyed. The north-eastern termini of hill ranges slope to the water edge, and when bare, are found to be evenly smoothed and ground down. Everywhere on the shores of the first large expansion of the lake remains of an ancient forest lay black and branchless, or still flourished green and erect amidst a vigorous undergrowth of spruce and aspen.

Lac la Croix.

98. Sturgeon Lake and River, or rather a succession of lakes and rivers bearing the above names, extend for thirty-six miles from the Portage des Deux Rivières to Island Portage, which leads into Pine Lake, a small sheet of water connected by means of a broad river about three and a half miles long, with the great Nequanquon Lake, or Lac la Croix.

99. Nine miles from its head Sturgeon Lake was found to have forty-five feet depth of water, with a mud bottom. The temperature of the lake was sixty-eight degrees at six p.m.; the pines and balsams growing near the shore were seen to be scraped or barked for about a foot near the ground by Indians, for the purpose of procuring gum or resin.

Beauty of Sturgeon Lake.

100. No lake yet seen on the route can bear comparison for picturesque scenery with Sturgeon Lake. The numerous deep bays, backed by high-wooded hills or rocks, rugged or smooth, according to their aspects, its sudden contraction into a river breadth for a few yards between large islands and the equally abrupt breaking out into open stretches of water, offered a constant and most pleasing variety of scene. The high jutting points of granite rock which here and there confine the channel, offer rare opportunities for beholding on one side an intricate maze of island scenery, and on the other an open expanse of lake, with deep and gloomy bays stretching seemingly into the dark forest as far as the eye can reach.

Cascades of Sturgeon River.

101. The fourth large eqpanse of Sturgeon Lake is limited by low densely-wooded shores, with high hill ranges in the far distance. The first cascades, with a fall of four and a half feet, occur at the foot of this last expansion; these are quickly followed by the second falls of six and a quarter feet descent, then occurs a narrower reach of river for three miles, which is terminated by the third rapids of two and a half feet fall, leading to another expanse with a general direction nearly due west; white cedar now becomes common, and the fourth and fifth rapids occur within four miles of one another, and are followed by Island Portage two miles further on.

Island Portage.

102. Island Portage lets us down ten feet, and involved a portage of fifty yards. Crossing the small Pine Lake, the river now assumes a course nearly due west, and, within a distance of four miles. brings us to a north-eastern arm of Lac la Croix. The canoe route passes near the north shore of this extensive and beautiful lake. High precipitous rock exposures begin to show themselves, often clothed with dense groves of pine rising above the mass of light green aspen foliage which prevails, Although Lac la Croix is fourteen or fifteen miles long, yet our traverse did not exceed eight, as we entered the Nameaukan river which issues from the north-western coast, and takes a circuitous north-westerly direction, bringing us to the Snake Portage, where the river descends by a beautiful cascade 12·14 feet, involving a portage of 110 yards. Rapids and falls now follow in quick succession on Nameaukan River, which has a circuitous course of about eighteen miles before it debouches into Nameaukan Lake. Following Snake Lake are Crow Portage with 9·88 feet fall: Grand Falls Portage, sixteen feet; and the great and dangerous Nameaukan Rapids letting the river down by steps, perhaps also sixteen feet. The shores of Nameaukan River show the Bankean pine in abundance with aspen and at its mouth growing elm.

Nameaukan Lake. Rainy Lake.

103. The traverse across Nameaukan Lake is six and a half miles in length, the lake itself extending for more than double that distance in a due west direction. At the extremity of the traverse is the new portage, where the descent is eight and a half feet. A circuitous narrow river, without perceptible

current, passing through a reedy expanse fringed with low willow for about three miles. The canoe route then takes a winding course, whose general direction is nearly due north, for a distance of two and a half miles, when turning due westward we suddenly arrive at the open and beautiful but indescribably barren and desolate region of Rainy Lake.

CHAPTER V.

RAINY LAKE TO THE MOUTH OF RAINY RIVER.

Rainy Lake, surveyed in 1826, 104—Description of Rainy Lake, 105—Shores low and sterile, 106—Height above the Sea, 107—Temperature of, 108—Period of freezing and thawing, 109—Entrance into Rainy River, 110—Description of Rainy River, 111—Farming and Gardening operations at Fort Francis, 112—Depth of Snow, 112—Lac la Pluie Indians, 113—Swamp in the rear of Rainy River, 114—Area of available land, 114—Rich vegetation of Rainy River, 116—Extreme beauty of Rainy River, 117—Soil reposes on clay, 117—Indian encampments, 117—Heights of the Banks, 118—Height of the water, 119—Rapids of Rainy River, 120—Water communication between Rainy Lake and the extremity of the Lake of the Woods, 120—Underground houses, 121—Indian Lodges, 122—Character of the Valley of Rainy River, 123—Character of the Valley near the Lake of the Woods, 124.

Rainy Lake surveyed in 1826.

104. In 1826 a map of Rainy Lake, as part of the survey under the seventh article of the treaty of Ghent between Great Britain and the United States, was constructed by David Thompson, astronomer and surveyor. Everything relating to its correct delineation and topography was, doubtless, effected by the Commissioners: and that portion of the map accompanying this Report, which includes Rainy Lake, Rainy River, and the Lake of the Woods is reduced from an authorized copy of those parts of the survey. Dr. Bigsby, who accompanied the surveyor as geologist, communicates the chief facts in the following enumeration of the geographical position, &c., of Rainy Lake in the Quarterly Journal of the Geological Society for May 1854.*

Description of Rainy Lake.

105. Rainy Lake, or Lake la Pluie as it is more frequently called by the voyageurs, is 225 miles west of Lake Superior and eighty-five south-east of the Lake of the Woods. It is fifty miles long by thirty-eight and a half broad and is 294 round by canoe route. Its form is that of three equal troughs, the main one running in an east and west direction, the other two northerly from it. It is through the main trough that the canoe route lies from the mouth of Nameaukan River in latitude 48° 30 N., longitude 92° 40 W., to the source of Rainy River, thirty-eight miles distant, in a direction a few degrees to the north of west.

Shores of Rainy Lake sterile and rocky; Timber poor.

106. The shores of Rainy Lake are generally low, and often consist of naked shapeless masses of rock with marshy intervals, or they rise in ridges which become hills 300 to 500 feet high, half a mile to four miles from the lake. The timber seems to be very small and thin in the marshes, and on the islands, which exceed 500 in number, the largest growth were observed. On the whole the general aspect of the shores of Rainy Lake is very forbidding, and furnishes almost everywhere, on the ridges and hill flanks, a picture of a hopeless sterility and desolate waste. Dr. Bigsby says that there is but little loose debris about Rainy Lake, the earth or gravel banks being few and seldom exceed a few feet in thickness. Whenever this land rises for the most part bleached and naked rocks occur for many square miles together.

Height of Rainy Lake above the Sea.

107. Colonel Lefroy made Rainy Lake 1,160 feet above the sea by barometrical measurement. Its height deduced from the levels taken at the portages, and the estimated rise and fall in the current of the rivers along the line of route was 1,035 feet (Mr. Dawson). In this estimate the level of Lake Superior is taken at six hundred feet above the ocean. Major Long found it to be 1,200 feet above the same level. The water of the lake is clear, but warm during the summer months; its depth is generally small. The following table shows the temperature six inches below the surface during our traverse on the 19th August.

Temperature of Rainy Lake.

108. Temperature of Rainy Lake:

6 A.M.	65·5	11½ A.M.	69·5
7 A.M.	65·5	1 P.M.	70·5
8 A.M.	65·5	3 P.M.	69·5
10 A.M.	65·25	5 P.M.	66·0

A sudden squall at 3 p.m. rose the waves of the lake with remarkable rapidity into a very boisterous swell, which subsided as rapidly when the wind fell.

Period of freezing and thawing of Rainy Lake.

109. Rainy Lake freezes about the 1st December, and is open about the 1st of May, as is usually the case where large rivers issue from spacious lakes the discharging stream is not frozen for a number of miles from its source. The warm waters coming from beneath a shelter of ice in their capacious feeding lake retain their heat so as to enable them to resist the cold of these regions for many miles below the Great Falls.

Entrance of Rainy River, a new Country.

110. At the entrance of Rainy River on the evening of August 19, the delightful odour of the balsam poplar (*populus balsamifera*) loaded the air, and seemed to welcome our arrival in a region differing

* On the Geology of Rainy Lake, South Hudson's Bay. By Dr. J. J. Bigsby, F.G.S., &c.

altogether from those through which we had lately passed. Where Rainy River issues from Rainy Lake it is a broad and rapid stream, with low alluvial banks clothed with a rich second growth. The forest with which they were once covered had long since been stripped of its ornaments by the occupants of the old North West and the present Hudson's Bay Company Fort.

Description of Rainy River. Affluents of Rainy River.

111. The general course of Rainy River is a few degrees to the north of west, for a distance of eighty miles, by the windings of the river, and in an air line sixty miles. The rapids at its source offer no impediment to skilful navigation, nor do the whirlpools which usually accompany the passage of such a large body of water, in consequence of their being distributed over a wide area. Two miles below the source Fort Francis is situated on a high bank, just below the Great Falls. These magnificent cascades let the river down 22·88 feet, and at their fort is a famous fishing ground from which the Lac La Pluie Indians obtain an abundant supply of their staple food. Three miles from Fort Francis the river takes a sudden southerly bend, which it maintains for a distance of four miles; it then again assumes a course due west for about sixteen miles, and receives the Pekan, or Little Fork; the Missatchanbe, or Big Fork; and the Kakmaskatawagan rivers, on the south or United States side; the course then turns abruptly due north, and continues for a distance of six and a half miles, when it again resumes a westerly direction for eighteen miles; its otherwise gentle and uniform current is here broken by the Manitou Rapids and Long Rapids, which let the river down about two and a half feet and three feet respectively; six miles from the Long Rapids a short northerly bend again occurs, after which the river, with slight meanderings, pursues a north-west by west direction until it debouches into the Lake of the Woods. In this part of its course it receives on the British side small sluggish streams, known by the names of Kiskarko, Kahlawakalk, and Kawawakissiniek streams, and from the territory of the United States the Muttontine, the Wishahkepekas, and Kapowenekenow rivers. Its affluents on the British side are insignificant outlets to the swamps which occupy the region north of Rainy River valley; but some of those on the United States side are of important dimensions.

Farming and Gardening Operations at Fort Francis.—Depth of Snow.

112. Fort Francis, two miles from the source of Rainy River, is situated on the right bank, in lat. 48° 35, and longitude 93° 40. Mr. Pether, the gentleman then in charge, stated that the river never freezes between the falls and the Little Fork, a distance of twelve miles, nor between the falls and its source in Rainy Lake. Wheat is sown at this establishment of the Honourable Hudson's Bay Company, from the 20th to the 23rd May; it ripens about 1st September. Potatoes, turnips, carrots, and indeed all common culinary vegetables, succeed well. Potatoes are dug in the first week of October, and barley is ripe by the middle of August. Snow falls here to the depth of four feet.

Lac la Pluie Indians.

113. The great enemies to extended cultivation are the Lac la Pluie Indians. They are not only numerous, but very independent; and although diminishing in numbers, they sometimes hold near Fort Francis their grand medicine ceremonies, at which five and six hundred individuals sometimes assemble. The number of Indians visiting this fort for the purpose of trade reaches 1,500. They do not scruple to jump over the fences, and run through the ground crops, if their ball in the game of ——— is driven in that direction.

Swamps in the Rear of the Valley of Rainy River.—Area of available Land.

114. In the immediate neighbourhood of Fort Francis, the swamp or morass bounding the valley of Rainy River on the right bank, is about half a mile in its rear. This swamp, which extends from Rainy Lake to the Lake of the Woods, is described by Mr. Pether, and the Indians who were questioned about it, as consisting of a springy, moveable surface, overlying a vast deposit of peat, through which a pole might frequently be pushed to the depth of thirty feet, without reaching the bottom. The surface sustains low bushes, with here and there islands of small pine. Its borders approach and recede from Rainy River with the windings of that stream; the breadth of the dry wooded and fertile valley varying from half a mile in the rear of Fort Francis, to ten or twelve miles in the direction of the Lake of the Woods. The average breadth of superior land for a distance of seventy miles might perhaps, with propriety, be assumed to be not less than six miles, giving an area of available soil of high fertility, exceeding two hundred and sixty thousand acres; and there can be little doubt, that with the progress of clearing, much that is now included in the area occupied by swamp, would without difficulty or expense be retained.

115. In describing the general aspects of the banks and valley of Rainy River, it will be advantageous to sketch with considerable minuteness the features of the soil and vegetation at the different stopping places, where very excellent opportunities were offered for acquiring information on these particulars, and in this description as well as in delineations of other localities in the valley of this beautiful river, I prefer to embody in this Report the notes made at the time, in preference to a general sketch of the whole.

Rich Vegetation of Rainy River.—Elm three feet in diameter.

116. The ground around us at our camp, twelve miles below Fort Francis, is covered with the richest profusion of rose bushes, woodbine, convolvulus in bloom, Jerusalem artichoke (helianthus) just beginning to flower, and vetches of the largest dimensions. Fringing this open interval of perhaps 280 acres, in extent, are elms, balsams, poplar, ash and oak. One elm tree measured three feet in diameter, or nine feet eight inches in circumference; and there is no exaggeration in saying that our temporary camping place is like a rich overgrown and long neglected garden. The golden rod is showing its rich hue in all directions, and gives a distinct yellow tint to an open grassy area on the opposite side of the river.

Entreme beauty of Rainy River.—Soil on Clay.—Lodge Poles on Indian Encampment.

117. Similar intervals to the one on which we are now encamped have been noticed occasionally; and hitherto the banks have maintained an average altitude of about forty feet, bearing a fine

growth of the trees before enumerated. No part of the country through which we have passed from Lake Superior northwards can bear comparison with the rich banks of Rainy River thus far. The river has preserved a very uniform breadth, varying only from about 200 to 300 yards. The soil is a sandy loam at the surface, much mixed with vegetable matter. Occasionally, where the bank has recently fallen away, the clay is seen stratified in layers of about two inches in thickness, following in all respects the contour of what seems to be unstratified drift clay below. Basswood is not uncommon, and sturdy oaks, whose trunks are from eighteen inches to two feet in diameter, are seen in open groves with luxuriant grasses and climbing plants growing beneath them. The lodge poles of an Indian camp of former seasons are covered with convolvulus in bloom, and the honeysuckle is twining its long and tenacious stems around the nearest support, living or dead.

Height of Banks.

118. The banks of the river maintain for twenty miles an altitude, varying from fifteen to sixty feet. Occasionally, the banks show the abrupt boundaries of two plateaux, the lower boundary having the form of a sloping bank or an abrupt cliff from fifteen to thirty feet in altitude; on the river the upper plateau rising gradually or abruptly from fifteen to twenty feet higher, according to its position with reference to the river. There is every appearance in places of fire having destroyed a former larger growth of trees than those which now occupy these areas.

Height of the Water at this season of the year very unusual.

119. The extraordinary height of the water at this season of the year is seen by the lodge poles of former Indian encampments at the foot of the bank. They are under water to the depth of one and even two feet. The river does not appear to rise high in the spring, as the trees fringing the banks to the water's edge show no action of ice. The difference between the highest and the lowest water levels may be seven feet, and no record of recent higher levels meet the eye.

Rapids of Rainy Lake.—Length of Water Communication from Rainy Lake to Lake of the Woods.

120. The rapids of Rainy River let us down about five and a half feet, and appear to be caused by a belt of rock crossing the river at nearly right angles to its course. On the American side the hill range has an altitude of about eighty feet. On the Canadian side it is much lower, and appears rapidly to subside in gentle undulations. The rapids of Rainy River, two in number, are capable of being ascended by a small steamer of good power without difficulty, and cannot be considered as presenting an obstacle to the navigation of this important stream as long as the water maintains its present altitude, which is about three feet higher than is usual at this season of the year, but often exceeded in the spring and fall. Mr. Dawson informs me that two locks of ten feet lift, with one guard lock, would overcome the falls at the mouth of the river, and thus form a splendid water communication between the head of Rainy Lake and Rat Portage, Lake of the Woods, by the north-west coast, a distance of 190 miles, or between the head of Rainy Lake and the north-west point of the Lake of the Woods, a distance of one hundred and seventy miles. High clay banks are exposed above and below the rapids, and some hundred acres here are very scantily timbered with second growth. Ascending the bank two miles below the rapids, I was much surprised at the number of birds of different kinds chirruping and singing in the light and warmth of a bright morning sun. I heard more birds in ten minutes here than during the whole journey from the Kakabeka Falls on the Kaministiquia.

Tumuli or underground Houses on Rainy River. The remarkable Luxuriance of Vegetation.

121. At the second rapids an extensive area destitute of trees presents a very beautiful prairie appearance. Here we landed to examine two immense mounds which appeared to be tumuli. We forced our way to them through a dense growth of grasses, nettles, and Jerusalem artichokes, twisted together by wild convolvulus. On our way to the mounds we passed through a neglected Indian garden, and near it observed the lodge poles of an extensive encampment. The garden was partially fenced, and contained a patch of Jerusalem artichokes, six and seven feet high in the stalk, and just beginning to show their flowers. The wild oat attained an astonishing size, and all the vegetation exhibited the utmost luxuriance. The mound ascended was about forty feet high and one hundred broad at the base. It was composed of a rich black sandy loam, containing a large quantity of vegetable matter. On digging a foot deep no change in the character of the soil was observable. The Indian guide called them underground houses.

Indian Lodges.

122. About three hundred yards below the second rapids twenty-three skeletons of Indian lodges are seen, all clothed with the wild convolvulus, and now serving as records of the love of change which seems to form a leading characteristic in the habits of the barbarous race who possess, without appreciating or enjoying them, the riches of this beautiful and most fertile valley. Limestone fragments and boulders, more or less water worn, with pebbles of the same rock, are found everywhere on the beach, at the foot of the clay or loamy banks.

Character of the Valley of Rainy River.

123. When we landed for dinner to-day (the 21st of August), I strolled about half a mile back from the river, and Mr. Dawson went about half a mile farther. We found the vegetation improving fast as we receded from the river. Aspens of very large dimensions, balsam, poplar, basswood, birch, and oak, with some elm, formed the forest. The land rose very gradually, and on inquiry from the Indian how far back the good land stretched before coming to the swamp, he said that here the valley was broadest, and it would take us half a day to reach the swamp, journeying the whole time through land similar to that around us, but with larger trees. The singular topographical knowledge acquired by these Indians, and (as far as we have yet been able to ascertain) the accuracy and fidelity with which they communicate it, assures us of the truth of the Indian statement.

The remaining portion of Rainy River exhibited features similar to those already described.

Character of the Valley near the Lake of the Woods.

124. As we approached the Lake of the Woods the river increased in breadth, and at each bend a third low plateau was in process of formation, often 200 and 300 acres in and area, and elevated above the present high-water level from one to three feet. Coarse grasses grew in great abundance upon many of these rich outlying alluvial deposits, and it appeared very probable that in ordinary seasons they would furnish some thousand acres of rich pasture land, as the grasses they sustain are like those which on the Kaministiquia, the settlers cut for their winter supply of fodder for cattle. Near the mouth of the river the tall tops of a few red and white pine are seen, which rise far above the aspens, occupying the lower plateau, while a vast reedy expanse, probably in ordinary seasons available for grazing purposes, marks the junction of Rainy River with the Lake of the Woods.

CHAPTER VI.

LAKE OF THE WOODS AND THE WINIPEG RIVER.

Dimensions and Divisions of the Lake of the Woods, 125—Distance of the North West corner from Red River, 125—Scenery, 126—Effects of refraction, 127—Profuse confervoid growth, 128—Depth of water, 128—Extraordinary temperature of the Lake, due to the "Weed," 129—Grasshoppers seen, 129—Fishing Ground 120 feet deep, 129—Ice five feet thick forms, 129—Refraction, 131—Grasshoppers, 131—Gale on the Lake, 132—Garden Island, Indian Corn cultivated; Potatoes, Pumpkins, Squashes; Senna Cherry; Passenger Pigeon; Hosts of Grasshoppers; Ravages of Grasshoppers, noise of the jaws; Indians indifferent to them, 134—Shoal Lake, 135—Distance of Shoal Lake from Red River, 136—Length of a Degree, 137—Island Scenery, 138—Channels of the Winipeg, 139—Magnificence of the Cascades, 140—Character of the River, 141—Rat Portage, 141—View from a hill, 142—Character of the country on the Upper Winipeg, 142—Islington Mission, 143—Cultivable areas on the Winipeg, 143, 144—Wild Rice Grounds, 145—Game, 145—The Pennawa River, 146—Birds in the rice grounds, 146—Failure of the rice, 147—Failure of the fish, 148—Failure of the rabbits, 149—Painful consequence of these failures, 149.

Dimensions and Divisions of the Lake of the Woods.—Distance from Lake Superior.—North-west corner of the Lake, about ninety miles from Red River in an air line.

125. The Lake of the Woods is about seventy-two miles in length, and the same in breadth. It is 400 miles round by canal route.* It is broken up into three distinct lakes by a long promontory, which in periods of high water becomes an island. The southern part is termed the Lake of the Sand Hills; the eastern portion White Fish Lake, and the northern division the Lake of the Woods. White Fish Lake and Lake of the Woods are separated from Sand Hill Lake by the broad promontory before referred to, respecting which little is known. The name of the latter division is derived from the vast numbers of low sand hills which occupy its south-western coast. The distance of the Lake of the Woods from Lake Superior is, north-west, 340 miles by the Pigeon River route, and 381 by the route from Fort William, followed by the expedition. The north-west corner of the lake is only about ninety miles from Red River, in an air line. Its elevation above Lake Superior is 377 feet, or 977 feet above the sea. Major Long makes it 1,040 feet above the ocean level, a difference of only sixty-three feet.

Scenery of the North-west Corner beautiful.

126. The scenery among the islands towards the north-west corner of the lake is of the most lovely descriptions, and presents in constantly recurring succession every variety of bare, precipitous rock, abrupt timbered hills, gentle wooded slopes, and open grassy areas. Some of the islands are large and well timbered, others show much devastation by fire, and often a vigorous young undergrowth of a different kind of tree under the blackened trunks of branchless pines.

Effects of Refraction.

127. The ordinary course of the canoe route to Red River lies in a north-easterly direction, following the trend of the coast towards Turtle Portage, which leads from the Lake of the Sand Hills to White Fish Lake. In pursuance of our intention to endeavour to pass from the west side of the Lake of the Sand Hills across the country, in as direct a line as possible to Red River, we made a traverse in a north-westerly direction towards the south point of Keating Island, a distance of sixteen miles. The surface of the lake was perfectly smooth, reflecting the sun's rays with extraordinary power and brilliancy. As we receded from the shores the low sand dunes to the south-west were refracted into the similitude of distant mountain ranges, and what seemed through a glass to be the rocky coast of the eastern side, into high, precipitous, half wooded cliffs.

Profuse confervoid growth, thirty-five and thirty-six feet deep, four and nine miles from land.

128. About four miles from land the water became tinged with green, deriving its colour from a minute vegetable growth (conferræ), which increased as we progressed, until it gave the appearance to the lake of a vast expanse of dirty green mud. On lifting up a quantity of water in a tin cup, or on looking closely over the side of the canoe, the water was seen to be clear, yet sustaining an infinite quantity of the minute tubular needle shaped organisms, sometimes detached, and sometimes clustered together in the form of small spherical stars, varying from a quarter to half an inch in diameter. Five miles from the shore the lead showed thirty-five feet of water, and four miles further on thirty-six feet; the green conferræ increased in quantity, and the little aggregations assumed larger dimensions, some of them exceeding one inch in diameter.

Extraordinary Temperature of the Lake of the Woods due to the Weeds.—Grasshoppers seen.

129. The temperature of the lake near the mouth of Rainy River was sixty-seven degrees at half-past eleven, a.m. Yet five miles from land it was found to be seventy-six degrees, six inches below the

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* See vol. 8, Geological Journals for an account of the Lake of the Woods, by Dr. Bigsby.

surface; an hour afterwards repeated, and careful observations showed the temperature to be seventy-seven and a half degrees. At one, p.m., the temperature two feet below the surface was seventy-one degrees, and at the surface seventy-eight degrees. The depth of water was here thirty-six feet, and the green conferræ uniformly abundant, so that it was impossible to obtain a table spoonful of liquid free from their minute forms. The presence of this "weed," as the voyageur termed it, was the probable cause of the unusual temperature of the lake. Occasionally grasshoppers were seen resting on the calm glistening surface of the lake, and as we approached Keating Island they increased in number, all of them preserving, with singular uniformity, a direction towards the south-east. The Indians think the "weed" proves destructive to fish. They had seen it on Lake Winipeg.

Fishing Ground, 120 feet deep.—Ice five feet thick forms on Lake of the Woods.

130. After passing the south point of Keating Island we steered for Garden Island, distant from us about nine miles. On the west side of Keating Island the Indian guide pointed out one of their fishing grounds, where he stated the water was thirty fathoms deep, and illustrated the manner in which he arrived at that estimate of the depth by explaining, through the interpreter, the mode of fishing during the winter months, the length of a fathom and the number of these in the lines his people employed to reach with their nets the feeding grounds at that period of the year. He also described the thickness of the ice through which they had to break before they arrived at the water as sometimes exceeding five feet.

Refraction.—Grasshoppers.

131. On approaching and receding from Keatings Island, the effects of refraction were most astonishing, elevating low detached island rocks into huge precipitous promontories, and giving to a shore, a few feet above the level of the water, the appearance of a high rock-bound coast. On nearing a small island about four miles east of Garden or Cornfield Island, the grasshoppers on the surface of the lake became more numerous, the green conferræ was visibly less in quantity, and before we landed to dine it had disappeared altogether, but the grasshoppers were found in great numbers on the shore. The island on which we rested for an hour was about three acres in extent, and sustained some fine old oaks and elms, with a profusion of long grass, not much destroyed by the grasshoppers, which had evidently, as was afterwards inferred, only just arrived there, while those which had been observed scattered over the surface of the lake were probably stragglers from a vast flight of these insects, whose main body we afterwards saw on Garden Island.

Gale on the Lake.

132. During the morning the sky had been cloudless, the air still, and the sun oppressively hot, but in the afternoon a long gentle swell began to rise upon the lake, and when we put off for our destination a wind arose which gradually increased to a gale before we landed in the evening on a low gravelly beach, at the north-west corner of Garden Island.

133. In my report (No. 2) dated August 30, Islington Mission, Winipeg River, I briefly described the events which occurred during the night of our arrival at this old camping ground of the Lake of the Wood Indians, the conference with a portion of the tribe the following day, and the reasons which determined us to proceed directly to Rat Portage, at the head of the Lake of the Woods, instead of pushing in a direct line towards Red River. The incidents not enumerated in that report have been duly recorded in my journal, and will appear in their proper place.

Garden Island.—Indian Corn, cultivated in hills.—Potatoes, Pumpkins, Squashes, Sand Cherry.—Passenger Pigeon,—Host of Grasshoppers.—Ravages of the Grasshoppers.—Noise of their Jaws.—Indians quite indifferent to them.

134. Garden Island is about a mile and a half long and a mile broad as its widest part. Its western half is thickly wooded, the greater portion of the eastern half cleared and cultivated. A field containing about five acres was planted with Indian corn, then nearly ripe. The corn was cultivated in hills, and kept very free from weeds. Near the centre of the field were several graves, with neatly constructed birch bark coverings. Only one lodge was seen on the island, and that was placed about 100 yards from the graves. Near the space devoted to Indian corn were several small patches of potatoes, pumpkins, and squashes. An air of great neatness prevailed over the whole of the cultivated portion of the island, and in the part still remaining in its natural state, thickets of raspberry, black currant, and gooseberry bushes grew in the intervals between groves of elm, basswood and oak; and on the sandy beach are abundance of the sand cherry (cerasus pumila), the favourite Nekaiomena of the Indians. Large flocks of passenger pigeons (columba migratoria) flew backwards and forwards over the island, occasionally alighting in dense masses in the small groves. The shores were covered to the depth of two or three inches with countless millions of grasshoppers, which had been washed there during the gale of the preceding night. The greater number of the grasshoppers were alive, and as the rising sun warmed and invigorated them, they spread with much regularity over the fields of Indian corn and the potato patches; their progress across the potato patches was like that of an invading army of insects, eating and destroying every living green thing in their way. Before we left the island they had advanced, here and there, some thirty or forty yards from the beach, in a well defined undulating line, leaving behind them nothing but the bare and blackened stalks of the plants over which they had spread themselves and destroyed. By inclining the head, and seeking shelter from the wind under the lea of a bush, the noise of their jaws could be distinctly perceived; and had it been calm, I have no doubt it would have been heard with the greatest ease for a distance of several hundred yards. The Indians had seen the grasshoppers before, but never in such an alarming numbers; they appeared, however, quite indifferent to their progress, and quietly amused themselves as they squatted or lay on the ground, by jerking the intruders off their arms and legs with a thin piece of wood, bent by the fingers so as to act as a spring.

Shoal Lake, and the Muskeg or Marsh on the Height of Land between Red River and the Lake of the Woods.

135. From Garden Island to the north-west corner of the lakes is about twenty miles, but the westerly limits of navigation are not yet found here. It is possible to proceed without difficulty some miles further on, in a due west direction, into a small lake called Shoal Lake. Although no fats derived from personal observations can be here adduced respecting the general feature of Shoal Lake, yet the importance which it derives from its position requires special mention to be made of it. From our Indian guide, permitted to take us to Rat Portage by the chiefs, to whom reference is made in Report No. 2, I learned that Shoal Lake is a reedy expanse of water, eight or ten miles long, connected with the Lake of the Woods by a navigable channel. The north side and west end of Shoal Lake were represented to be blended with a vast marsh or muskeg which stretches from near Rat Portage to far south of the Lake of the Woods, and is the source of numerous rivers which flow from it both eastward and westward. It is this great muskeg or marsh which forms the barrier between Lake of the Woods and Red River valley, and a separate notice of it will be found further on.

Approximate Distance of Shoal Lake from Fort Garry.

136. On part of the south shore of Shoal Lake, and all along that part of the coast of the Lake of the Woods, there is considerable area of dry land timbered with spruce and small pine. Shoal Lake is only about eighty-seven miles in a direct line from Fort Garry, while by the very dangerous and circuitous Winipeg route it is at least 320 miles. Shoal Lake is in latitude 49° 23′, and the same meridian line cuts Red River at a spot twenty-five miles north of the boundary line and ——— distant from it. The importance of the north-west corner of the Lake of the Woods, and possibly also of Shoal Lake at the terminus of a communication by land with Red River, cannot fail to be duly appreciated.

Length of a Degree of Longitude on different Parallels.

137. The following table shows the number of miles contained in a degree of longitude between the 45th and 55th parallels of latitude, from which the distance between the north-west corner of the lake and Red River was computed.

Degree of Latitude.	Length in Miles.	Degree of Latitude.	Length in Miles.
45	42·43	51	37·73
46	41·68	52	37·00
47	41·00	53	36·18
48	40·15	54	35·26
49	39·36	55	34·41
50	38·57		

Island Scenery of the North-west Part of the Lake of the Woods.—Good Timber in the Islands.

138. From near the north-west corner of the lake the route we pursued lay through a labyrinth of islands in a north-east by north direction for a distance of twenty-eight miles. Six miles more nearly due north through scenery of the same description, but of bolder character, brought us to Rat Portage, on one of the numerous mouths of the rocky Winipeg. Much good pine timber was seen on the larger islands near the northern part of the Lake of the Woods, and if conclusions may be drawn from the accounts which the Indians gave us of their gardens, it is very probable that extensive areas of excellent land exist on the great promontory and on some of the large islands. They spoke of growing Indian corn to a far greater extent than seen by us on Garden Island.

THE WINIPEG RIVER.

Channels of the Winipeg.—Numerous Windings of the Winipeg.

139. Issuing from the Lake of the Woods through several gaps in the northern rim of the lake, the River Winipeg flows through numerous tortuous and distinct channels for many miles of its course in a general north-east direction. Some of the channels unite with the main stream from ten to fifteen miles below Rat Portage, and one pursues nearly a straight course for a distance of sixty-five miles and joins the Winipeg below the Barrière Falls. The windings of this immense river are so abrupt and opposite than an enumeration of the successive general directions may not be without interest.

From Rat Portage it flows:—

6 miles north-west.	8 miles a few degrees north of west.
4 miles a few degrees to the east of north.	21 miles south-west by south.
24 miles north-west.	12 miles a few degrees south of west.
8 miles south-west.	22 miles due north.
24 miles north-west.	26 miles north-west.

Magnificence of the Cascades on the Winipeg.

140. In its course of 163 miles it descends by a succession of magnificent cataracts 349 feet. Some of the falls and rapids present the wildest and most picturesque scenery, displaying every variety of tumultuous cascades and foaming rapids, with treacherous eddies whitened with foam, and huge swelling waves rising massive and green over hidden rocks. Some of the sketches which accompany this report may succeed in conveying an impression of the beauty and grandeur which belong to the cascades and rapids of the Winipeg; but neither sketch nor language can pourtray the astonishing variety they present under different aspects; in the grey dawn of morning, or rose-coloured by the setting sun, or flashing in the brightness of noon-day, or silvered by the soft light of the moon.

Character of the River.—Rat Portage.—Short Indian Route.

141. The river frequently expands into large deep lakes, full of islands, bounded by precipitous cliffs or rounded hills of granite. The Fort in the occupation of the Honourable Hudson's Bay Company at Rat Portage is very prettily situated at one outlet of the Lake of the Woods. It is surrounded with hills about 200 feet high, and near the Fort some white and red pine are standing amidst a lavigorous second growth. The rock about Rat Portage is chloritic slate, which soon gives place to granite, so that no area capable of cultivation was seen until we arrived at Islington Mission. We did not pursue the usual canoe route, but in the hope of overtaking the other members of the expedition, followed an Indian route for some miles, which was said by our guide to be half a day's journey shorter than that by the Great Winipeg.

View from a Hill on the Winipeg.—Character of the Country about the Upper Winipeg.

142. At our first camp after leaving Rat Portage, I ascended a hill about 250 feet high, and obtained from its summit a very extensive view of the surrounding country. The broad river, with its numerous deep bays, was seen stretching far to the north, and all around dome-shaped hills, similar to the one on which I stood, showed their bare and scantily wooded summits in every direction; generally, they seemed to be thickly covered with small stunted pine, but in the hollows or valleys between them pine and spruce of large dimensions, with fair sized aspens and birch, flourished abundantly. The pine on the granite hill on which I stood grew in little hollows or in crevices of the rock. The general surface was either bare and so smooth and polished as to make walking dangerous, or else thickly covered with cariboo moss and tripe de roche. The aspect of the country was similar in its outline to the region about Mille Lacs, but the vegetation could not be brought into comparison with it. Until we arrived at Islington Mission the general features of the country maintained an appearance of hopeless sterility and inhospitable seclusion.

Islington Mission.—Cultivation of Wheat on the Winipeg.—Cultivable Area on the Winipeg.

143. Islington Mission, or the White Dog, or Chien Blanc, for by these names it is known to the voyageurs, occupies an area of what seems to be drift clay extending over 250 acres, surrounded by granite hills. The soil of this small oasis is very fertile, and all kinds of farm and garden crops succeed well. Wheat sown on the 20th May was reaped 26th August in general; it requires but ninety-three days to mature. Potatoes have never been attacked by spring or fall frosts (five years); Indian corn ripens well; spring opens and vegetation commences about the 10th of May, and winter sets in generally about the 1st of November. These facts are noticed in connexion with the small cultivable area at Islington Mission on account of the occurrence of other available areas, varying from fifty to 300 acres in extent, between the Mission and Silver Falls, about eighteen miles from the mouth of the river. From Silver Falls to where the river flows into Lake Winipeg, poor and rocky land is the exception, alluvial and fertile tracts, bearing groves of heavy aspens and other trees, prevailing.

144. The cultivable areas on the river banks are indicated by dotted lines on the map, as they may possibly acquire importance, for they may be regarded in the light of productive islands in a sterile waste of rock and marsh. From Silver Falls to Fort Alexander alluvial or drift clay prevails, and in the neighbourhood of the Fort many thousand acres are susceptible of cultivation.

Wild Rice Grounds on the Winipeg.—Game congregate among the Rice Fields.

145. Below James' Falls the poles of wigwams are numerous, and many Indians were seen at the foot of the different rapids engaged in fishing. The scarcity of animal life of all kinds was very remarkable. Eagles and fish hawks, ducks and rabbits being the only representatives seen. This scarcity is, however, confined to the autumnal months as to the time, and to the Great Winipeg River in respect of area. Some distance from the river there are extensive rice grounds (Zizania aquatica), invering many thousand acres, and continuing for many miles on either bank. Here the game congregates, and revelling in the midst of such an abundant supply of nutritious food, vast flocks of ducks, geese, and all kinds of aquatic birds common in the regions are to be found. The Indians, too, assemble at stated periods and visit the rice grounds, procuring without any difficulty, in favourable seasons, a large supply for winter consumption.

The Penawa River.—Birds in the Rice Grounds of the Penawa.

146. Instead of following the course of the Great Winipeg after arriving at the Otter Falls, I passed down the Penawa River into Bonnet Lake, thus avoiding the dangerous "Seven Portages," and saving several miles of route. Near the entrance of the Penawa into Bonnet Lake, the little river winds through an immense marshy area covered with wild rice, and I succeeded in collecting a considerable quantity as the Indians paddled through it with undiminished speed. There, too, were seen vast numbers of different species of duck, and many other kinds of birds, such as herons, pigeons, woodpeckers, cedar birds, jays, &c.

Failure of Rice this Year.

147. The Indians lamented the failure of the rice this year; they described the appearance in favourable seasons of the grounds through which we were hurrying as a vast expanse of waving grain, from which they could soon fill their small canoes by beating the rice with a stick. The water of the river and marshes have this year been unusually high, so as to check the growth of the rice to an extent which, when coupled with other deficiencies, threaten them with famine during the coming winter.

Failure or Scarcity of Fish in the Winipeg this Year (1857).

148. The same cause which has originated the partial failure of the wild rice has led to a great scarcity in fish. In general, the Winipeg teems with fish, among which are sturgeon, pike, two kinds

of white fish, perch, suckers, &c., affording bountiful supply to the Indians, who hunt and line on or near the lower portion of this majestic river. The extraordinary height of its waters during the present season have so extended the feeding grounds of the fish, that they are with difficulty caught in sufficient numbers to provide the Indians with their staple food.

Failure or Disappearance of the Rabbits on the Winipeg this Year (1857).—Probable painful Consequences of these Failures.

149. The unlooked-for short supply of rice and fish have been more severely felt, in consequence of the unaccountable disappearance and death of the rabbits, which are generally found in vast multitudes in the region of the Lake of the Woods and Winipeg River. During the past spring and summer large numbers of rabbits have been found dead in the woods, owing probably to the exhaustion which followed the late severe winter, prolonged this year to an unprecedented length in these regions. With a partial failure in the rice, and great scarcity of fish, and the prospect of a very limited supply of rabbits, the anticipations of the coming winter on the part of those who care to think of the sufferings of the wretched Indians on the River Winipeg are gloomy indeed.

CHAPTER VII.

LAKE WINIPEG AND RED RIVER TO THE INDIAN SETTLEMENT.

Altitude of Lake Winipeg above the Sea, 150—Its length, breadth, and area, 151—Lake Manitoba and Winnepagoose, 151—Tributaries received by Lake Winipeg; The Canoe Route, 153—Mouth of Red River, 153—Importance of Lake Winipeg, 154—Agriculture at the mouth of the Winipeg River, 155—Ancient beach of Lake Winipeg; Boulders on the Cliffs; Virginian Creeper; vast number of wild fowl, 155—Bar at the mouth of Red River, Netly Creek, 156—Fertile character of the country about the Indian Missionary Village; Contract between the Indian Settlers at the Mission and the Savage Tribes of the Lower Winipeg, 157—Table of distances and heights along the canoe route, 158.

Lake Winipeg's Altitude above the Sea.

150. Lake Winipeg is ——— miles in an air line from Lake Superior, and 616·22 by the canal route. The altitude of this extensive sheet of water above the level of the sea is 628 feet, according to the estimate of this report. Other observers make it a few more or less; others again considerably in excess of what is thought to be a close approximation to its true altitude. A table is given at the close of Part I., in which some of these differences, with their authors' names, are enumerated.

The Length, Breadth, and Area.—Tributaries received by Lake Winipeg.

151. Lake Winipeg is 264 miles long, by an average of thirty-five wide. It certainly contains an area exceeding 9,000 square miles, and is probably one-half as large again as Lake Ontario. Connected with Lake Winipeg by navigable channels are two other large bodies of water, Lakes Manitoba and Winipigoos, being together nearly as long as Lake Winipeg, and having about half its breadth. The water area of these lakes may, with some small connexions, equal, if it does not exceed, that of Ontario and Erie combined.

Tributaries received by Lake Winipeg.

152. Among the numerous tributaries received by Lake Winipeg are Red River, unwatering in part a region which is in some degree tributary to the Mississippi. The Great Winipeg River, 163 miles long, draining the Lake of the Woods region and its tributaries 300 miles to the east. Numerous rivers coming in from the eastern belt of the granitic rock, which separates the valley of Lake Winipeg from Hudson and James' Bay. On the west side it receives the noble Saskatchewan, bearing its tribute from the rocky mountains a thousand miles to the west. Red Deer River and Swan River fall into Winipigoos Lake, besides many other minor streams which drain the prairies to the west of those magnificent lake expansions.

The Canoe Route through Lake Winipeg.—Mouths of River.—Hayfields at the Mouth of the River.

153. A glance at the map will show that the canoe route merely touches or approaches the south-east coast of Lake Winipeg in the traverses to the mouth of Red River. From the imperfect observations possible to be made under such circumstances, little or nothing can be said of the character of that small portion of the coast which is seen from the canoe route. The mouths of Red River are four in number, and find their connexion with Lake Winipeg through an immense area of rushes and willows, growing upon land at or below the level of the water of the lake. It is not until a point six or seven miles from the lake is reached that land, properly so called, is found. Here, during the summer months, large quantities of hay are made by the people of Red River, which is taken away during the winter; spring freshets laying the whole of this tract under water.

Importance of Lake Winipeg.—Drains a Valley 400,000 square miles in area, and easily accessible.

154. Lake Winipeg once reached, communication with the interior becomes an easy matter. The numerous rivers which unwater the valley of this great lake, with an area of 400,000 square miles, are most of them canoe or boat routes for many hundred miles up their streams. Lake Winipeg is very shallow at its southern extremity, and the marshy shores past which the canoe route to Red River runs abound with fresh water shells, and are the haunts of innumerable aquatic birds, among which are seen many species of duck, two species of geese, pelicans, cranes, bitterns, and plover.

Agriculture at the Mouth of the Winipeg.—Ancient Beach of Lake Winipeg.—Cliff Boulders of gigantic Dimensions.—Virginian Creeper.—Vast Number of Wild Fowl.

155. Fort Alexander is situated within one mile and three-fourths of the lake at the mouth of the Winipeg, and here I saw wheat in process of being harvested on 3rd of September, and obtained some new potatoes of great size and excellent quality; and I was informed by the gentleman in charge of the Fort that Indian corn succeeded well in many parts of the south-eastern rim of the lake, and that it was very rarely touched by late spring frosts; it is cultivated by the Indians. The west shore of Traverse Bay is high, and shows an excellent soil thickly covered with balsam, poplar, aspens, and birch. The lodges of Indians are very numerous, as it forms one of their most important fishing grounds. The temperature of the Winipeg at its mouth was 66°·5 at 6 p.m., and that of Traverse Bay at 6 a.m. on the following day, 64°·5. An optical phenomenon of singular beauty was observed in making the Grand Traverse, nearly due south to the mouth of the Red River. This will be described in its proper place. When we landed to breakfast or dine, opportunities were afforded of examining the precipitous but unstable cliffs which were occasionally exposed. At a point on the east coast of the Grand Traverse, Section No. , was sketched and roughly measured. It shows one feature of interest, which is common to all the great lakes of the St. Lawrence basin. The summit of the cliff, clothed with an inch or two of sandy loam, shows an ancient lake beach, composed of water-worn boulders, pebbles, and stratified sand two feet thick. This is underlaid by sixteen feet of stratified sand, containing limestone fragments and primitive boulders, and flanked by a talus of shingle and boulders, among which bright yellow, cream-coloured, and beautifully variegated limestone slabs are numerous. This talus is the present shore of the lake, and the shingle slabs and boulders have probably been washed out of the unstable cliff. Its breadth may reach sixty feet, and the inclination three to five feet from the level of the lake, giving to the ancient beach, at the summit, an elevation of twenty-one feet above the present level of the waters of the lake. About five miles further south I ascended a cliff fifty feet high, consisting of stratified sand and marl, in which were embedded primitive boulders of most gigantic dimensions, some of them measured twelve to fifteen feet through; they were all water-worn, and distributed throughout the cliff. On the surface walking was exceedingly difficult, on account of their numbers and size. Many of them were covered with the Virginian creeper (ampetopsis quinquefolia). The base of the cliff was well protected by an immense accumulation of these erratics, which had fallen frnm the loose sand of the cliff. The temperature of the lake six miles beyond this point was 64°·5. A heavy squall from the north-west compelled us to approach the shore when within three miles of the mouth of the Red River. The waves rose with great rapidity, as usual in large, open, shallow sheets of water, and compelled a hasty retreat among the willows and rushes, where, notwithstanding that we were exposed to the discomfort of the waves washing over our camp during the night, we were compelled to remain in this damp maze of reeds until the winds and waves subsided. There I had an opportunity of observing the vast number of duck, geese, and plover which congregated amongst the rushes during the night. In the morning, flights swept backwards and forwards close to our camp in constant succession.

Bar at the Mouth of the Red River.—Netley Creek.

156. Red River enters Lake Winipeg by four distinct channels. Its junction with the lake by the channel through which we entered is marked by a bar, in which there is not more than three feet water close to a pit of sand, which was the only piece of land seen amidst the tall reeds extending far to the south, and beyond the point where the river channel unites some three miles from the mouth of the main channel. Land which is dry during the summer months and at the stage of water in the river on the 5th of September, about two and a half to four feet above its level, begins five miles from the mouth of the main channel. Half a mile above this point Netley Creek comes in from the west, and by means of this small affluent much of the water during floods from the upper country reaches Lake Winipeg. Large numbers of hay stacks were seen here in September last. An immense area flooded during the spring, producing a very rank profusion of those grasses which delight in a rich marshy soil.

Fertile Character of the Country above and a little below the Indian Village.—Contrast between Settlers at the Indian Village and Savage Tribes in the Lower Winipeg.

157. A little below the Indian village, fourteen miles from the mouth of the river, the whole country rises ; the banks are about twenty feet high, the timber imposing, and in considerable variety, and all the aspects of a level fertile country gradually come into view. The sameness in the general aspect of the banks at this season of the year becomes monotonous after the wild and varying beauties of the Winipeg. But the sight of clearings and the neat white houses of settlers at the Indian missionary village speedily creates another feeling, aroused by such fair comparisons between the humanizing influence of civilization and the degraded brutal condition of a barbarous heathen race, which quickly follow one another in passing from the cascades and rapids of the Winipeg, with half-clad savages fishing at the foot, to the even flow of Red River, with Christian men and women, once heathen and wild, living in security on its banks.

TEMPERATURE of the Lakes and Rivers, from the Height of Land to Lake Winipeg.

NAME of LAKE or RIVER.	Temperature of Lake or River.	Day.	Hour.
Mille Lacs	69·5	August 13	4½ P.M.
„	66·0	„ 14	5.20 A.M.
Baril Lake	67·0	„ 14	2½ P.M.
Brulé Lake	68·0	„ 15	„
French Portage Lake	67·5	„ 16	5 A.M.
Sturgeon Lake	68·5	„ 16	5 P.M.
„ River	67·5	„ 17	9½ A.M.
Wamakan Lake	67·5	„ 18	„
Rainy Lake	65·5	„ 19	6 A.M.
„	70·5	„ 19	1 P.M.
„	66·0	„ 19	5 P.M.
Rainy River	66·0	„ 23	6 A.M.
„	66·5	„ 23	6 P.M.
Lake of the Woods*	67·0	„ 24	10 A.M.
6 inches below surface	76·0	„ 24	11½ A.M.
„ „	77·5	„ 24	12½ P.M.
„ „	78·0	„ 24	1 P.M.
2 feet below surface	71·0	„ 24	1 P.M.
6 inches below surface	75·5	„ 24	3 P.M.
„ „	66·5	„ 27	5 P.M.
„ „	65·0	„ 28	6 A.M.
Winipeg River	67·0	„ 31	6 P.M.
„	67·0	September 1	6 P.M.
Pennawa River	70·5	„ 3	1 P.M.
Mouth of Winipeg River	66·5	„ 3	7 P.M.
Lake Winipeg—			
Traverse Bay	64·5	„ 4	„
10 miles from land	64·5	„ 4	„
Red River, 200 yards from mouth, after a heavy gale from north	59·0	„ 5	7 A.M.
Temperature of wind† at Scratching River	75·0	„ 23	5 P.M.

* See page 85 for the cause of the high temperature of the Lake of the Woods.
† Very deep here.

TABLE showing the Lengths, Distances from Lake Superior, Heights, Elevation above Lake Superior, and the Number of the Portages on the Route.

NAMES.	Lengths.		Distances from Lake Superior.		Heights.	Elevation above Lake Superior.	No. of Portages.	Remarks.
Kaministiquia River.	Mls.	Chs.	Mls.	Chs.	Feet.	Feet.		
Mouth	—	—	—	—	—	—	—	
Fort William	0	40	0	40	—	—	—	
Pointe des Meurons	9	40	10	0	4·49	4·49	—	
Rapids and Current	12	0	22	0	30·00	34·49	—	
Décharge de Paresseux	0	14	22	14	5·08	39·57	1	
Rapids and Current	7	4	29	18	16·63	56·20	—	
Mountain Portage	0	62	30	0	119·05	175·25	2	
River	0	20	30	20	—	175·25	—	
Rocky Portage	0	37	30	57	62·65	237·90	3	
River	2	60	33	27	0·50	238·40	—	
Nicolet Portage	0	6	33	43	6·50	244·90	4	
Rapids and Current	1	37	35	0	5·75	250·65	—	
Portage	0	3	35	3	12·62	263·27	5	
River	0	37	35	40	—	263·27	—	
Pot Holes Portage	0	13	35	53	6·90	270·17	6	
River	0	22	35	75	—	270·17	—	
Couteau Portage	0	5	36	0	19·25	289·42	7	
Trois Décharges	0	35	36	35	10·00	299·42	8	
River	1	0	37	35	0·20	299·62	—	
Poplar Décharge	0	5	37	40	3·00	302·62	9	
River	0	40	39	0	0·50	303·12	—	
Décharge	0	9	39	9	3·00	306·12	10	
Rapids and Current	9	51	48	60	35·00	341·12	—	
Portage des Maitres	0	1	48	61	3·00	344·12	11	
River	0	60	49	41	1·00	345·12	—	
Little Dog Portage	0	3	49	44	14·94	360·06	12	
Rapids and Current	2	60	52	24	3·00	363·06	—	
Little Dog Lake	1	20	53	44	—	363·06	—	
Great Dog Portage	1	52	55	16	347·81	710·87	13	
Great Dog Lake	10	60	65	76	—	710·87	—	
Dog River.								
Mouth	—	—	65	76	—	710·87	—	
River	30	0	95	76	3·00	713·87	—	
Barrière Portage	0	1	95	77	3·50	717·37	14	
River	2	20	98	17	0·20	717·57	—	
Jourdain Portage	0	6	98	23	8·60	726·17	15	
River	0	40	98	63	—	726·17	—	

Table showing the Lengths and Distances from Lake Superior, &c.—(*continued.*)

Names.	Lengths.		Distances from Lake Superior.		Heights.	Elevation above Lake Superior.	No. of Portages.	Remarks.
Prairie River.	Mls.	Chs.	Mls.	Chs.	Feet.	Feet		
Mouth	—	—	98	63	—	725·17	—	
River	3	0	101	63	6·50	727·67	—	
Cold Water Portage	0	6	101	69	0·76	728·43	16	
Cold Water Lake	0	14	102	3	—	728·43	—	
Prairie Portage	2	50	104	53	157·12	885·55	17	
Height of Land Lake	0	18	104	71	—	885·55	—	
Des Millier Portage	0	38	105	29	16·39	869·16	18	
Savanne Lake	1	40	106	69	—	869·16	—	
Great Savanne Portage	1	41	108	30	31·69	837·47	19	
Savanne River.								
Mouth	—	—	108	30	—	837·47	—	
River	13	20	121	50	4·79	832·68	—	
Thousand Lakes	21	60	143	30	—	832·68	—	
Baril Portage	0	17	143	47	1·86	834·54	20	
Baril Lake	8	0	151	47	—	834·54	—	
Brulé Portage	0	21	151	68	47·02	787·52	21	
Upper Brulé Lake	8	0	159	68	1·50	786·02	—	
Semi-Décharge	0	3	159	70	2·50	783·52	22	
Lower Brulé Lake	4	20	164	10	1·25	782·27	—	
Great French Portage	1	60	165	70	99·71	682·56	23	
French Portage Lake	1	40	167	30	—	682·56	—	
Pickerel River	2	40	169	70	1·25	681·31	—	
Pickerel Lake	13	0	182	70	—	681·31	—	
Pickerel Portage	0	26	183	16	6·90	674·41	24	
Doré Lake	1	60	184	76	—	674·41	—	
Deux Rivières Portage	0	32	185	28	117·22	557·19	25	
Sturgeon Lake	23	20	208	48	1·00	556·19	—	
Sturgeon River.								
Mouth	—	—	208	48	—	556·19	—	
Semi-Décharge, 1st Sturgeon Rapids	0	11	208	59	4·51	551·68	26	
River	0	20	208	79	0·25	551·43	—	
Portage, 2nd Sturgeon Rapids	0	3	209	2	6·21	545·22	27	
Rapids and Currents	7	8	216	10	10·00	535·22	—	
Semi-Décharge, Minnis Rapids	0	5	216	15	4·50	530·72	28	
Current	5	0	221	15	1·25	529·47	—	
Island Portage	0	3	221	18	10·06	519·41	29	
River	4	0	225	18	2·00	517·41	—	
Nequawquaw Lake	8	0	233	18	—	517·41	—	
Nameaukan River.								
Mouth	—	—	233	18	—	517·41	—	
Currents	2	0	235	18	5·00	512·41	—	
Rattlesnake Portage	0	5	235	23	12·14	500·27	30	
Current	3	27	238	50	1·75	498·52	—	
Crow Portage	0	8	238	58	9·88	488·64	31	
Rapids and Currents	0	40	245	18	7·00	481·64	—	
Grand Falls Portage	0	6	245	24	16·08	465·56	32	
Current	0	3	248	24	3·00	462·56	—	
Grand Rapids	0	40	248	64	16·00	446·56	—	
River	2	40	251	24	2·00	444·56	—	
Lake Nameaukan	6	40	257	64	—	444·56	—	
Nu Portage	0	6	257	70	8·55	436·01	33	
Lakelet	0	20	258	16	—	436·01	—	
Portage	0	11	258	27	0·21	435·80	34	
River	5	0	263	27	0·50	435·30	—	
Rainy Lake	38	0	301	27	—	435·30	—	
Rainy River.								
Mouth	—	—	301	27	—	435·30	—	
Rapids	0	40	301	67	3·00	432·30	—	
Currents	1	40	303	27	0·50	431·80	—	
Fort Francis Portage	0	8	303	35	22·88	408·92	35	
River	32	60	336	15	10·00	398·92	—	
Manitou Rapids	0	15	336	30	2·50	396·42	—	
River	6	40	342	70	3·50	392·92	—	
Long Rapids	0	20	343	10	3·00	389·92	—	
River	38	0	381	10	12·10	377·82	—	
Lake of the Woods	72	0	453	10	—	377·82	—	
Winipeg River.								
Rat Portage	0	13	453	23	15·98	361·84	36	
River	8	7	461	30	1·00	360·84	—	
Les Dalles Rapids	0	20	461	50	3·00	357·84	—	
River	25	0	486	50	2·00	355·84	—	
Grand Décharge	0	20	486	70	6·00	349·84	37	
River	2	0	488	70	2·25	347·59	—	
Terre Jeune Portage	0	5	488	75	22·02	325·57	38	
River	0	55	489	50	0·75	324·82	—	
Charette Décharge	0	2	489	52	3·50	321·32	39	
River	0	78	490	50	1·00	320·32	—	
Terre Blanche Portage	0	10	490	60	8·24	312·08	40	

Table showing the Lengths and Distances from Lake Superior, &c.—(*continued.*)

Names.	Lengths.		Distances from Lake Superior.		Heights.	Elevation above Lake Superior.	No. of Portages.	Remarks.
Winipeg River—(continued).	Mls.	Chs.	Mls.	Chs.	Feet.	Feet.		
River	0	28	491	8	0·15	311·93	—	
Cave Rapids	0	2	491	10	2·50	309·43	—	
River	19	0	510	10	4·50	304·93	—	
De l'Isle Portage	0	2	510	12	3·40	301·53	41	
River	22	78	533	10	4·00	297·53	—	
Chute à Jacquet Portage	0	3	533	13	12·97	284·56	42	
River	9	57	542	70	1·60	282·96	—	
Point des Bois Portage	0	13	543	3	10·50	272·46	43	
River	0	7	543	10	0·25	272·21	—	
Point aux Chiens Portage	0	5	543	15	19·92	252·29	44	
River	0	75	544	10	1·00	251·29	—	
Roche Brulé Portage	0	3	544	13	7·80	243·49	45	
River	4	37	548	50	1·75	241·74	—	
Slave Falls Portage	0	30	549	0	19·80	221·94	46	
River	6	10	555	10	2·25	219·69	—	
Barrier Falls Portage	0	2	555	12	4·97	214·72	47	
River	4	78	560	10	2·00	212·72	—	
Otter Falls	0	1	560	11	3·00	209·72	—	
Current	5	79	566	10	8·00	201·72	—	
The Seven Portages. 1st	0	4	566	14	10·23	191·49	48	
Current	0	16	566	30	1·00	190·49	—	
2nd	0	3	566	33	8·47	182·02	49	
Current	0	37	566	70	2·00	180·02	—	
3rd	0	5	566	75	5·60	174·42	50	
Current	1	15	568	10	2·25	172·17	—	
4th	0	3	568	13	7·68	164·49	51	
Current	0	37	568	50	1·25	163·24	—	
5th	0	2	568	52	2·90	160·34	52	
Current	0	38	569	10	2·00	158·34	—	
6th	0	3	569	13	8·13	150·21	53	
Current	0	7	569	20	1·25	148·96	—	
7th	0	3	569	23	4·75	144·21	54	
River	11	37	580	60	3·00	144·21	—	
Bonnet Lake	4	40	585	20	—	144·21	—	
Anse de Bonnet Portage	0	1	585	21	7·31	133·90	55	
River	0	59	586	0	2·00	131·90	—	
Cap de Bonnet Portage	0	4	586	4	5·00	126·90	56	
River	3	16	589	20	3·25	123·65	—	
Big Bonnet Portage	0	50	589	70	34·23	89·42	57	
River	0	30	590	20	1·00	88·42	—	
Petit Roche Portage	0	13	590	33	8·25	80·17	58	
River	3	27	593	60	3·50	76·67	—	
White Mud Portage	0	15	593	75	13·05	63·62	59	
River	3	45	597	40	1·80	61·82	—	
Silver Falls Portage. 1st	0	7	597	47	6·06	55·76	60	
Silver Falls Portage. River	0	3	597	50	0·25	55·51	—	
Silver Falls Portage. 2nd	0	13	597	63	15·59	39·95	61	
River	5	47	603	30	1·40	38·55	—	
Pine Portage	0	12	603	42	8·03	30·20	62	
River	11	0	614	42	2·00	28·20	—	
Fort Alexander	0	0	614	42	—	28·20	—	
Mouth of River	1	60	616	22	—	28·20	—	
Winipeg Lake	41	0	657	22	—	28·20	—	
Mouth of Red River	—	—	—	—	—	—	—	
Indian Mission	—	—	—	—	—	—	—	
Stone Fort	—	—	—	—	—	—	—	
Fort Garry	—	—	—	—	—	—	—	

PART II.

THE VALLEY OF RED RIVER NORTH OF THE FORTY-NINTH PARALLEL OF LATITUDE. TOPOGRAPHICAL SKETCH.

The Red River of the North.—General description of Red River within the territory of the United States, 160—Tributaries of Red River, 160—Length of Red River within the United States, 160.

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THE RED RIVER OF THE NORTH.

General Description of Red River within the Territory of the U. S.—Tributaries of Red River.—Length of Red River within the U. S.

160. The Red River of the North rises in Ottertail Lake, Minnesota territory.* The north-east end of Ottertail Lake is in lat. 46° 24′ 1″. The general course of the river is south-west, through an attractive undulating country, until it makes its great bend to the north, which lies in lat. 46° 9′. It then meanders through a boundless prairie, destitute of timber, which gradually declines in elevation until it forms a vast level plain, elevated above the water only about one and a half to two feet, at its ordinary stage in June. The distance of this great bend is 110 miles from the source of the river in Ottertail Lake. The vast low prairie through which it flows is level as a floor. Its course through the flat country, in which it has succeeded in cutting a channel, is very tortuous. In latitude 46° 23′ 30″ a belt of timber sets in, and continues with some interruption along the banks of the river on one side or another to Pembina. To latitude 46° 23′ the waters continue comparatively clear: beyond this they become more and more turbid. In latitude 46° 41′ 12″ the level of the prairie above the river is thirty feet, and is probably due to the gradual cutting away of the river channel in soft clay. Red River receives few tributaries south of the forty-ninth parallel: these are, in order, the Psihu river, eight or ten yards wide at its mouth; the Shayenne, double that width; Buffalo River, Elm River, Wild Rice, Goose, and Sand Hill Rivers. The Red Fork, in latitude 47° 55′ from Red Lake, is a tributary of some importance. It is on the line of communication between the Lake of the Woods and Red River with the United States boundary, and joins with the main stream 380 miles from Ottertail Lake. Tentle River, Big Jaline and Two Rivers next follow, after which the last affluent, Pembina River, comes in from the west, two miles south of the forty-ninth parallel: the total distance from the mouth of this ascent to Ottertail Lake being 525 miles, by the course of the stream. Dr. Owen remarks of the country through which Red River flows in the United States' territory, that it possesses features, both geologically and physically, of great sameness and flatness, without the least indication of containing minerals of any value, except salt, which may be crystallized out of saline springs.

I now proceed to describe that portion of the Red River of the North which lies within British territory, and in so doing shall follow the canoe route from Lake Winipeg against the current.

PHYSICAL FEATURES OF RED RIVER FROM THE INDIAN MISSIONARY VILLAGE TO FORTY-NINTH PARALLEL.

Sugar Point.—Limestone Exposures.—Limestone exposed.

161. Three miles below the Honourable Hudson Bay Company's Lower or Stone Fort, and at about four from the Indian Missionary Village, a remarkable bend in the course of the stream gives rise to a sharp projection of the level plateau of the prairie. Sugar Point, as it is termed from the groves of maple which cover it, is probably preserved from the abrading action of the stream by numerous fragments of limestone which lie at the bottom of the river bank, and continually increase in number and size in its ascending course, as far as the exposed strata of limestone, at and above the lower fort, where their place is supplied in part by exposures of the parent rock.

Maple.—Banks of the River.

162. The maple, which at one time grew in considerable quantities near Sugar Point, is not the true sugar maple (acer saccharinum) so common in Western Canada, but another species, also furnishing an abundance of juice from which sugar is made as far north as the Saskatchewan. It is the ash-leaved maple (negundo flaxinifolium). The common sugar maple is, however, found in the valley of Red River north of the forty-ninth parallel. Near to Sugar Point is an Indian school, in connexion with the Indian Missian below, situated north of the line which divides the Parish of St. Peter from that of St. Andrew, and marking the northern limits of the Red River Settlement. The banks on both sides are very heavily timbered close to the river; and between this point and the Stone or Lower Fort of the settlement there are very few farmhouses. The general direction of the river from Sugar Point to Fort Garry is a few degrees to the west of south. In an air line the distance is twenty miles; by the road on the left or west bank, twenty-one; and by the river itself, twenty-three miles and a half. The scenery and objects which meet the eye in ascending the river between the Lower Fort and the forty-ninth parallel are uniform, but singular and interesting.

Physical Features of Red River.—Grand Rapids.—Bars of Mud, holding Boulders and Shells.—Forest Timber.—Character of the River Banks.—Extent and Richness of the Prairie.

163. First, with reference to physical features, it is merely necessary to imagine a river from 200 to 350 feet broad, with a moderately rapid current, havng in the course of ages excavated a winding

* The description of that part of Red River within the territory of the United States, as given in the text, is abbreviated from Dr. D. D. Owen's account in his geological survey of Wisconsin, Iowa, and Minnesota.

trench or cut to the depth of from thirty to forty feet, in tenacious clay, through a nearly level country for a distance exceeding 100 miles, and the general physical aspect of Red River within British territory is reproduced. Here and there local diversities occur, which give some appearance of variety. Such are noticed at the Grand Rapids, where the even flow is broken and disturbed by a ledge of limestone, which may occasion a fall of four feet within a mile. A lower plateau has here and there been excavated perhaps ten feet below the general level of the prairie banks. An instance of this kind occurs at Dr. Burn's house, and the section marked No. 1 shows the relation of the river to the lower plateau and the Great Prairie or Rain Plateau above it. Occasionally sand, mud, and gravel bars are formed at numerous sharp turns in the general course of the stream, similar to those which may be observed upon the chart at Point Douglas, also above Fort Garry, near La Rivière Sal, near Scratching Creek, &c. These projecting bars or points are often covered with fragments of limestone, primitive boulders, and vast numbers of large fresh-water shells (Specimen No. —). The current round them is rapid, and they present a formidable obstacle to the navigation of the river by means of steamers exceeding 100 to 120 feet in length. Often, too, on one side or the other, and sometimes on both sides, a narrow belt of heavy forest timber closes upon the river, and seems suddenly to narrow and darken its abrupt windings. The most uniform character, however, and one which is more frequently found on the west side, is a clean and steep line of bank about thirty feet in altitude, perfectly level to the eye, and forming the boundary of a vast ocean of prairie, whose horizon or intermediate surface is rarely broken by small islands of poplar or willow, and whose long, rank, and luxuriant grasses, show everywhere a uniform distribution, and indicate the character of the soil they cover so profusely. A subsequent closer inspection of the soil never failed to establish its fertility and abundance, as well as its distribution over areas as far as the eye can reach, both eastward and westward, on the banks of this remarkable river.

164. Such are the general physical features of Red River within British territory. I now propose to enumerate the objects which arrest the attention, first in passing up the river to the forty-ninth parallel, and second, in travelling along the road on its western bank. This division is necessary, since any attempt to describe the topography of Red River Valley, from points of view limited to the river level, would be something like an effort to portray the general appearance of a capacious farm-yard from views which might be supposed to be obtained from the bottom of its well.

OBJECTS SEEN FROM THE RIVER BETWEEN THE INDIAN SETTLEMENT AND THE FORTY-NINTH PARALLEL.

Aspect of River between the Indian Village and Forty-ninth Parallel.—Timber on Banks.—Limestone at the Stone Fort.—Whirlpool Point.—Limestone seen in massive Layers above Big Eddy.—Application of the Limestone to Building Purposes.—Houses seen on the Banks of the Grand Rapids.—Stone Church.—Mill Creek.—Swamp sustained by the Dam across Mill Creek.—A large Area, probably exceeding 20,000 acres, never flooded at Red River.

165. The objects which arrest attention in ascending the river between Sugar Point and the Lower or Stone Fort, are limited to precipitous clay banks, fringed with elm, poplar, maple, oak and ash, all of large growth, but not fair representatives of the forest which once occupied its banks, having been subjected to a culling process for twenty years to supply the necessities of the settlement above. Among the underbrush the Virginian creeper and occasionally a wild grape, with a profusion of convolvulus twining round hazel, and rose bushes are most conspicuous. At the Stone Fort, massive layers of limestone crop out, which have been extensively quarried, and their application is seen in the walls and bastions of the fort built upon the bank here, about forty feet in altitude, and forming the abrupt termination of the prairie stretching westward, which for some distance sustains a small but dense growth of aspens. At each turn of the river above this point the houses of the inhabitants of Red River settlement come in sight, and these occupy at short intervals the river bank all the way up to Fort Garry, a distance of twenty-three miles and a half by the windings of the river. When nearly two miles above the Stone Fort, we arrive at Whirlpool Point, and immediately above this at the Big Eddy; these are obstacles to further progress, formidable only in name, and like most other local descriptive titles on this river must be accepted with the mildest interpretation, and only understood to designate marked differences from the general even flow of the waters of the river; a small brook on which a water mill is situated enters the river at the Big Eddy. A short distance above the same locality (the Big Eddy) limestone is seen in heavy layers on the west bank, and detached fragments in great abundance protect the base of the cliff, which in no instance, observed from the mouth to the forty-ninth parallel, rises above forty feet from the water level. Some very substantial illustrations of the adaptation of the limestone for building purposes occur here, and particularly at the Grand Rapids, two miles and a quarter farther up. Among them may be mentioned the house of Mr. Gunn, to whom I am much indebted for a valuable register of meteorological observations, made three times a day during 1855–56. The east side of the river is wooded to a depth varying from a few yards to a mile, and generally this feature prevails along the eastern bank to Fort Garry; the timber is similar to that already described. At the Grand Rapids, which even during the low stage of water in September, offer no formidable obstacle to the Company's and freighters' boats carrying four and five tons, an assemblage of well built stone buildings are grouped, which create a very favourable impression of Red River resources and comfort, not unfrequently repeated as we ascend the stream. There we find a very substantial stone church, capable of seating 500 people, and surrounded with a neat stone wall enclosing an extensive burying ground. About 300 yards south of the church, the parsonage house is seen from the river, and a visit to its interior, to be more fully noticed subsequently, proved that every desirable comfort was enjoyed by the kind and hospitable incumbent, Archdeacon Hunter; adjoining the parsonage is the residence of the curate, Mr. Kirby, and next to that a capacious and well built school-house of wood. Four miles above the Grand Rapids, Mill Creek enters the river, having cut its way through the yielding clay substratum of the prairie, to a depth of twenty-five feet,

half a mile from its mouth. Here the water mill is situated which gives a name to this creek, but which is fed to a great extent by a large but shallow marshy tract called the Big Swamp, occupying some thousand acres as indicated on the chart; as will be shown hereafter, it is mainly sustained by the mill dam holding up its waters, and thus preventing them from draining into the river. Mill Creek and its westerly extension into the swamp, form a very important physical feature in the topography of this region; the slight depression in which it flows, continued through the swamp to Mill Creek, forms the passage of water, during floods, from Red River to Lake Winipeg, whenever the waters accumulate so as to overflow their banks. From this feature, it results that the whole country north of the line drawn on the chart is dry during the highest floods, and affords an area which probably exceeds 20,000 acres, not liable to the destructive but fortunately rare inundations which have occurred since settlements were first formed here.

Section of the River.

166. For two miles and a half above Mill Creek, the river banks break off abruptly from the prairie level, and, on the east side, are well wooded. The houses of the inhabitants occur at regular intervals upon the immediate banks. At a short distance above the very commodious and comfortable residence of Mrs. Bird, a lower plateau, caused by denudation, commences, and its prairie boundary passes in the rear of Dr. Burns' house, where a portion of the expedition are residing for the winter, and comes upon the river again before reaching the Presbyterian church. The section marked No. 6 shows the relation of the lower plateau to the general level of the Great Prairie, the relation of the swamp to the river, and also of the ancient beach or ridge of Lake Winipeg to the general level of the country. The following table of heights and distances, taken for this purpose, will exhibit these relations in regular order:

Section across Red River, to show the Swamp, River Level, Prairie Level, and the Level of the ancient Beach of Lake Winipeg Section.

No. 6. Section across the valley of Red River, from Dr. Burns' house, to the Great Swamp, being on the west side of the river.

Datum: Level of Red River, September 18, 1857, or 22.42 below beach mark, or second step of verandah of Dr. Burns' house.

Distance from Water Mark, September 18th.	Height above Water Mark, September 17th.	
Water mark 0 feet	0 feet.	
66 west	18.48	
109	11.36	
152	20.74	Dr. Burn's house.
233	20.06	
830	16.52	
1230	19.07	
1330	25.76	
1853	27.52	King's Road.
2431	25.04	
2482	23.80	Small shallow bed of creek.
2667	27.38	Grand Prairie level.
2988	27.30	
4212	26.31	Commencement.
East.		J. Marsh.
Four miles nearly E.N.	86 feet.	Ancient beach of Lake Winipeg.

No. 9. Section often repeated between the Stone Fort and forty-ninth parallel, across the prairie and channel of Red River, where no second plateau occurs.

West	20.35 feet	Level prairie beyond.
East	24.35 „	„ „ „

Houses and Windmills.—The Assiniboine.—Meanderings of Red River.—End of Settlement on Red River within British Territory.

167. Above Dr. Burns' house the course of the river is gently winding between the high prairie banks, which generally maintain an altitude of about thirty feet; houses and windmills occur at regular intervals, until the steeple of St. John's Church and the peaked roof of St. John's College, the school-house, the bishop's residence, &c., offer the appearance of a large village, which is again re-produced after the sharp turn at Point Douglas, by the imposing Roman Catholic Church, dedicated to St. Boniface, the spacious nunnery and the parish school, with other buildings on the left, and a group of several commodious private dwelling-houses just below Fort Garry, on the right. About half way between these small centres of population, as they may be termed, Point Douglas occurs, and on the east bank of the river, German Creek, a small meandering stream comes in from the south. A quarter of a mile above the Roman Catholic Church, the Assiniboine enters Red River, and a short distance up this stream the summits of Fort Garry come into view. Above the mouth of the Assiniboine the course of the river is exceedingly tortuous. An idea of its meandering may be obtained from the comparison between the river distance from Fort Garry to the mouth of La Rivière Sal, or Stinking Creek, and the relative position of the same places by the road; the former being sixteen and the latter nine miles. The next houses of settlers appear at intervals on the banks for several miles above La Rivière Sal, the last house being situated thirteen miles from Fort Garry, or fifty-seven from the forty-ninth parallel. Above this the river windings are fringed with forest, varying in depth from a few yards to half a mile. Here and there naked bends are exposed to the prairie. The peninsula portion on the opposite side is generally clothed with trees of large dimensions, and this character is preserved far south of the forty-ninth parallel.

THE WEST BANK OF RED RIVER, FROM THE INDIAN SETTLEMENT TO THE FORTY-NINTH PARALLEL, A DISTANCE OF 100 MILES BY THE ROAD.

168. From that portion of the Indian village which lies on the west bank of the river to the Lower or Stone Fort, little can be seen of the surrounding country, as the road traverses a forest of small aspens, and the farms are few in number and small in extent.

The King's Road.—Aspen Woods.—Scene south of Water Mill Creek.—Woods of the Assiniboine.—Rural Beauty of the Scenery.

169. The Lower or Stone Fort covers an area of about four acres, and encloses within it walls numerous buildings, which will be described in another portion of this report. The main or King's Road does not follow the windings of the river, but stretches from point to point, sometimes approaching it at these places within a quarter or half a mile. Where the river windings throw it back to a distance exceeding a mile, inner roads, as they are termed, branch off to the river banks for the convenience of settlers; and there is a bridle-path all the way from the Lower to the Upper Fort, on the immediate bank of the river. Aspen woods continue to shut out the view until we arrive within a mile or two of Water Mill Creek, when a scene opens upon the right, which discloses on the one hand the white houses and cottages of the inhabitants, with their barns, haystacks, and cattle yards grouped at short distances from one another, and stretching away in a thin vanishing line to the south, while on the other hand a boundless, treeless ocean of grass, seemingly a perfect level, meets the horizon on the west. The same kind of scenery, varied only, on the left hand, as the road approaches or recedes from the farmhouses on the river banks, or passes near the neat and substantial churches, which at almost regular distances intervene, prevails without interruption until within four or five miles of Fort Garry. Here stretching away, until lost in the western horizon, the belts of wood on the banks of the Assiniboine rise above the general level, while from the Assiniboine towards the north again is an uninterrupted expanse of long waving prairie grass, dotted with herds of cattle, and in the fall of the year with immense stacks of hay. This is the ordinary aspect of the country comprising that portion of the Red River Settlement which lies between Mill Creek and Fort Garry. Remove the farmhouses and churches, replacing them on the river banks by forest trees of the largest growth, and the country between Fort Garry and the forty-ninth parallel, as seen along the road to Pembina, a distance of seventy miles, is continually reproduced in its ordinary aspect of sameness, immensity, and unclaimed endowments.

Extraordinary Aspects of the Country through which Red River flows in British Territory,—Aspect at Sunrise,—at Noon-day,—at Sunset,—by Moonlight,—at Night, when the distant Prairies are in a blaze.

170. But it must be seen in its extraordinary aspects, before it can be rightly valued and understood, in reference to its future occupation by an energetic and civilized race, able to improve its vast capabilities and appreciate its boundless beauties. It must be seen at sunrise, when the vast plain suddenly flashes with rose-coloured light, as the first rays of the sun sparkle in the dew on the long rich grass, gently stirred by the unfailing morning breeze. It must be seen at noon-day, when refraction swells into the forms of distant hill ranges the ancient beaches and ridges of Lake Winipeg, which mark its former extension; when each willow bush is magnified into a grove, each far distant clump of aspens, not seen before, into wide forests, and the outline of wooded river banks, far beyond unassisted vision, rise into view. It must be seen at sunset, when, just as the huge ball of fire is dipping below the horizon, he throws a flood of red light, indescribably magnificent, upon the illimitable waving green, the colours blending and separating with the gentle roll of the long grass, seemingly magnified towards the horizon into the distant heaving swell of a parti-coloured sea. It must be seen, too, by moonlight, when the summits of the low green grass waves are tipped with silver, and the stars in the west disappear suddenly as they touch the earth. Finally, it must be seen at night, when the distant prairies are in a blaze, thirty, fifty, or seventy miles away; when the fire reaches clumps of aspen, and the forked tips of the flames, magnified by refraction, flash and quiver in the horizon, and the reflected light from rolling clouds of smoke above tell of the havoc which is raging below.

Immensity of the Prairies of Red River.

171. These are some of the scenes which must be witnessed and felt before the mind forms a true conception of these rich prairie wastes, in the unrelieved immensity which belongs to them, in common with all the ocean, but which, unlike the ever-changing and unstable sea, seem to offer a bountiful recompence, in a secure though distant home, to millions of our fellow-man.

THE ASSINIBOINE RIVER—FORT GARRY TO PRARIE PORTAGE, BY THE RIVER.

The Assiniboine River.

172. Fort Garry is situated a few hundred yards west of the confluence of the Assiniboine and Red River. The Assiniboine, for a distance of 130 miles by its windings, the farthest point I reached in a westerly direction, may be said to present an exact resemblance in every important physical feature, except size, to Red River. The tortuous sinuosities of the larger stream are reproduced, with curious fidelity, in the magnificent prairies through which its western rival runs.

Ancient Lake Beaches.

173. For several miles above Fort Garry the Assiniboine flows in a trench excavated through a level prairie to the same depth as the river it feeds; in other words, from twenty-five to forty feet. Differences due to local variations in the height of the bank are referable to very slight undulations in the level of the prairie, and to the occurrence of ancient lake beaches or ridges, the first of which is cut by the Assiniboine, near St. James's Church. This ridge continues in a direction nearly due north, until it rises apparently above the general level of the prairie, into an elevated ancient beach of Lake Winipeg. This

apparent rise is really due to the gentle slope of the prairie in the direction of the Great Lake. The ancient beach itself is no doubt perfectly horizontal. It is near this spot that the rapids occur, which, in the summer months, when the water is low, offer a small impediment to the continuous boat navigation of the Assiniboine for many miles.

Breadth of the River at Prairie Portage.—Sturgeon Creek.

174. Some short distance above the rapids the river widens. At its mouth it may be 150 feet in breadth, and four miles from its mouth 200 feet, a breadth which it is reported to preserve with very remarkable uniformity for a distance of 130 miles. I saw the river frequently at the different points where the road approached it, and its breadth, or the volume of water it conveyed, seemed to be in no degree diminished at Prairie Portage, the highest part reached; indeed, the impression produced after a careful examination of the river at Prairie Portage, almost led to a belief that the volume of water was fully as great there as at its confluence with the Red River; the affluent it receives during a course of 130 miles below Prairie Portage not supplying the exhaustion produced by evaporation. About six miles and a half from Fort Garry the Assiniboine receives a small affluent, called Sturgeon Creek, coming from the north-west. The general direction of the river up to this point is nearly due west, and its course comparatively straight. The south bank thus far is heavily timbered to a small depth; the north bank is much occupied by farms, and is destitute of timber.

Meanderings of the Assiniboine.—Height of Banks.

175. From Sturgeon Creek the course against the stream continues still westerly, but with more decided meanderings, and the wooded points on both sides of the river rarely penetrate a quarter of a mile into the vast prairie on either side. The distance from Fort Garry to where it makes its north-westerly bend is twenty-three miles by the river's windings, but by the road through the prairies and settlements only sixteen miles. The river banks are here about eighteen feet high, and their height imperceptibly diminishes until, at Prairie Portage, they were found by measurement not to exceed sixteen feet, during the stage of water, on the 7th of last September 1857.

Remarkable Windings.

176. After making its north-west turn the Assiniboine is so remarkably crooked that a straight line drawn through the tract of country in which it meanders for a distance of twelve miles would be cut eighteen times by the river, and these windings are confined within such a limited breadth that in a strip of the same length, and 1,000 yards broad, the curves of the river would just overlap this boundary four times.

Lane's Post.—Section of the River Bank.

177. At this point of river, which is about twenty-three miles from Fort Garry, there is a post of the Honourable Hudson's Bay Company in charge of Mr. Lane; the banks here, at the time of my visit, were about eighteen feet above the water, and quite precipitous, so that there was some little difficulty in getting at the water's edge for washing and other purposes. A fresh exposure of the bank, which by the way is continually breaking down in small patches, and changing, during the lapse of many years, the channel of the river, exhibited stratified whitish clay, and dark drab coloured clay from the water's edge to within five feet of the prairie level, which here, as is frequently the case, comes abruptly upon the river. Dark unstratified or alluvial clay succeeds, having an average thickness of about four feet; this is followed by from six to eighteen inches of black prairie mould.*

Settlements cease on the Assiniboine, nine miles west of Lane's Post.—Heavily Timbered Banks.

178. Beyond Mr. Lane's Post the river course is westerly for a few miles, it then makes a bend towards the north-west until Long Lake is reached, after which it turns towards the south-west for about sixteen or eighteen miles, thence westerly, ten miles further to Prairie Portage. Nine miles beyond Mr. Lane's the settlements cease, until they recommence at about thirty miles further up the stream by the road, and although the distance from Mr. Lane's to Prairie Portage is not more than forty-three miles, the course of the winding Assiniboine would probably exceed ninety miles. The river banks are heavily timbered, and sustain trees of very large dimensions. The distances between the top of the bank is variable, but appears generally to be between 600 and 800 feet, but at sharp turns it was often not more 400; whenever it exceeded that distance one side was steep and washed by the water, the other occupied by a sand spit or mud flat at the foot of the opposite bank.

River at Prairie Portage.—Sketch of remarkable Mud Flats on this River.

179. During my stay at Prairie Portage I had an excellent opportunity of examining the relation of the sand and mud flats to the river banks, as well as the forest which here, to the depth of half a mile, fringed it. The following sketch shows one of the sand and mud flats (Sept. 4th, 1857) about half a mile below Prairie Portage. The river is here about 180 feet broad, and with a rapid current sweeps under the south bank, which forms the outer arc of a very beautiful curve extending over 120 degrees. The cord of this arc is well defined by the old north bank of the river, under which probably it once swept, but now only touches when the channel is full, as during spring freshets; the length of this cord is perhaps 700 yards, and at each end the river is seen sweeping between steep banks, sixteen feet high, until a little lower down or a little higher up, similar curves, with their accompanying sand and mud flats, recur. These sand and mud flats are arranged in the order of the specific quantities of the materials which compose them, but with such singular regularity and with such curious and interesting admixtures, that I have considered it worth while to describe them with some degree of particularity.

Bones of Elk, Buffalo, Deer, and Human Skulls found in the Mud Flats of the Assiniboine.—Arrangement of Mud, Sand, &c. common.

180. A glance at the diagram or sketch may render the following description more intelligible. At the western extremity of the curve, as shown in the diagram, a few rounded boulders were seen,

* See Section No. 8, on the Assiniboine.

not exceeding eight inches in diameter; these were followed by gravel spots as the area opened; beyond the gravel tongue, on spits which extended perhaps over a quarter of the segment, flats of coarse sand showed themselves, these were strangely filled and strewed with the decaying and broken horns of the elk, the bones and horns of the elk, buffalo, deer, and just beyond these a human skull, with two or three scattered and water-worn skulls of what seemed to be the buffalo; the sands ceased in curved lines, with a small steep descent of about two feet, and was succeeded by mud partly covered here and there with fine sand, probably drifted by wind. The sanded mud was followed by fine compact mud with numerous deep cracks, partially filled with fine sand. Another fall of about three feet occurred in the form of a bank, and recent mud, smooth and treacherous, occupied the remaining portion of the segment a few inches above the present water level. This arrangement of mud sand and gravelly spits was noticed elsewhere, and probably frequently occurs.

Sugar made on the Assiniboine.—Grape Vines grow wild.

181. The timber on the banks of the Assiniboine is perhaps not so heavy as on Red River, nevertheless some very fine oak and elm, with white wood and poplar of extraordinary dimensions, were seen near the Prairie Portage. A fair quantity of sugar is made by the Assiniboine half-breeds, but not in comparison with what might be easily obtained, if systematic habits, and a proper appreciation of the fruits of industry, existed here. A species of grape grows in profusion on the banks of this river. I suppose it to be the Frost Grape (*Vites andifolia*). The fruit when first gathered is not very palateable, but after hanging in the open air for forty-eight hours acquires a sweet taste and a very delicious flavour.

THE PRAIRIES—FROM PRAIRIE PORTAGE TO FORT GARRY BY THE TRAIL.

Lake Manitoba.

182. The name of Prairie Portage is derived from the existence of a portage, nine miles long, between this part of the Assiniboine and Lake Manitoba. I have heard it stated by half-breeds at the settlement, that at seasons of extraordinary high water the canoes can approach each other from the Assiniboine and Lake Manitoba so as to leave but a very short distance for the portage.

The Buffalo Hunter's Trail.—Country beyond Prairie Portage.—Country East of Prairie Portage.—The Big Ridge.—Limestone Fragments.

183. The road from the village of Prairie Portage follows a general north-easterly direction for a distance of twenty-nine miles, before it turns south-westerly in the direction of Fort Garry. This deviation is necessary in order to avoid Long Lake, which is an ancient bed of the river, now converted into a narrow, winding lake of great length. About five miles from the portage, the Buffalo Hunter's Trail, leading to the Great Sage Plains, is struck; it passes on to the crossing place in a nearly due west direction. I was informed by the guide that the Hunter's Trail, referred to above, is the only road north of the Assiniboine by which they pass to the high Prairies and Sage Plains. Its course is continued for half a day's journey about ten miles, through good prairie land, similar to that which has been described. Sand hills then begin to show themselves, sustaining large pine and juniper bushes; it requires two days' journey (forty miles) to cross these sandy ridges. A gradual ascent is then made to the Great Plains. The Sand Hills appear to mark the western limit of the truly fertile or alluvial prairie portion of the valley of the Assiniboine. The crossing place is four days' journey (eighty miles) from the Prairie Portage, and one day (twenty miles) from and below the mouth of the Little Towns or Mouse River. On each side of the road, after leaving the Hunter's Trail, is a very magnificent prairie, bounded on the right by the wooded banks of the Assiniboine, and on the left by the horizon; a few scattered clumps of poplar are seen here and there, but no trees, until the "Big Ridge" comes in sight. The ridge is probably an ancient beach of Lake Winipeg; its elevation does not appear to be more than sixty feet above the prairie level. Where the road touches Long Lake, a spur of the Big Ridge is distant about three miles. I made a diversion from the main track for the purpose of examining the character of the ridge. It rose almost imperceptibly from the prairie, and at its base small limestone fragments appeared in numbers. Ascending the ridge, the limestone increased in quantity until near its summit, slabs were numerous. This ridge extends northwards to Lake Winipeg, and is probably the flank of the table-land, which stretches far to the north and west. The ridge is wooded as far as can be seen, and my guide told me that it continued so until it became the abrupt limestone coast of Lake Winipeg, at a distance of forty miles, as he supposed, from our camp. At the foot of the ridge, the prairie is dotted with willow bushes and clumps of poplar, affording an extremely beautiful landscape of vast extent.

Remarkable Richness of the White Horse Prairie.—Grasshoppers.

184. Leaving the Big Ridge, and regaining the main road, well marked by the deep ruts formed by the buffalo hunters' carts, we soon arrived at the White Horse Plain, a vast, slightly undulating prairie, without any boundary but the horizon in any direction but the south, where the distant wooded banks of the Assiniboine afford some relief to the eye. The grass is long and rank, and the soil a black mould of great depth, often exceeding eighteen inches. In many places it is thrown up into conical heaps by moles, and uniformly displays the same rich appearance, truly represented by the bountiful profusion of verdure it sustains. This year the edges of the White Horse Plain unfortunately teem with another kind of life. The grasshoppers appeared in countless millions just before my arrival, and every bare patch of ground in the road was filled with their eggs, the living insects leaping through the tall grass in infinite multitudes, yet notwithstanding, failing to change the appearance of the country in the midst of so great a profusion of food. What the next year's brood may do remains to be seen their progenitors had come in swarming clouds from the south side of the Assiniboine, but no one could tell of their origin, or of the devastations they must have created before they took their flight, and alighted on the White Horse Plain.

Farmhouses on the Assiniboine.—Open and beautiful Prairies.—Prairies near Fort Garry, marshy

185. The last house of the settlement, westward of White Horse Plain, is about thirty-three miles from Fort Garry, and between it and the Company's post, in charge of Mr. Lane, there are nine houses and farms. The Prairie Portage road, however, does not pass near them, it touches the river only at those bends which do not necessarily compel much deviation from a straight course. The farmhouses are similiar to those on Red River, but the soil appears to be, if possible, of a better description. Leaving Mr. Lane's post, the river is touched again at the Roman Catholic Mission of St. François Xavier. The road now follows the general course of the river, in the rear of the farms, which from this point to Fort Garry are not far apart. The whole country north of the river, between Prairie Portage and Sturgeon Creek, consists of level, open, and beautiful prairies, uniformly fertile, and in a great measure free from wet places or marshes; wherever these occur, there does not appear to be the least difficulty in draining them at a very trifling cost of labour and time. From Sturgeon Creek to Fort Garry, the houses and farms resemble, in all respects, those on Red River. The prairie is dotted with islands of poplar and willow bushes, and within two miles of the fort, decidedly marshy in its present condition. Much marsh and wet land is said to exist in the south of the Assiniboine, about the sources of Stinking River.

THE ROSEAU RIVER.—THE LITTLE AND BIG RAT RIVERS, AND THE COUNTRY UNWATERED BY THEM.

Affluents of Red River within British Territory.—Channel of Rivulets formed.—The Big Swamp.

186. Between its mouth and the forty-ninth parallel, the Red River of the north receives numerous affluents, only two of which are worthy of a separate notice. Near its junction with Lake Winipeg, Netty Creek, draining a considerable extent of flat country, comes in from the west. This smaller river acquires some degree of importance from the circumstance that it conveys away the excess of water during high floods from the channel of the Red River, so that an extensive area below Mill Creek has never been known to suffer from an overflood. Several small streams which have excavated their channels since the settlement of Red River, are fed by the Big Swamp delineated on the map. Some of these little rivulets, which by the way are dry during summer, have originated from an attempt to drain King's Road by the people of Red River. A small ditch was made in the first instance, about two feet deep; this was cut away during the melting of the snow in the spring, to a depth of ten to twenty feet, forming deep but not wide gullies, in the very friable clay of the prairies. The Big Swamp, which was filled during the flood of 1852, keeps those rivulets alive in the spring and fall.

Affluents of the Assiniboine.

187. On the east side German Creek comes in just below the Roman Catholic Church; it is a very tortuous and sluggish rivulet, draining some swamps to the east of Red River. The Assiniboine is the chief affluent of Red River. This meandering river has a length of perhaps four hundred miles, and receives in its course some navigable and probably very important streams. The little Souris or Mouse River comes from the Coteau de Missouri, and on its bank is reported by the half-breeds to expose valuable seams of (lignite) coal, an article of priceless worth in this woodless region. The Calling River, Oak River, and Rapid River, affluents of the Assiniboine, all unwater extensive tracts of country, respecting which little is known.

Rat River.

188. Above the Assiniboine, La Rivière Sal, or Stinking River, occurs about nine miles from Fort Garry. Much of the country through which it flows is said to be filled with brackish swamp. Thirty-seven miles from Fort Garry and Scratching Creek is crossed on the route to Pembina. Here a river is seen winding for miles through a boundless prairie, without a tree or shrub on its banks. On the eastern side, about —— miles from Fort Garry, Rat River, in lat. 49° 35′ 10″,* joins its waters to Red River, and ten miles north of the forty-ninth parallel the Roseau River, an important stream, comes in from the region west of the Lake of the Woods. The Roseau River, and the country it drains, deserve a special notice.

THE ROSEAU OR REED GRASS RIVER.

Course of Roseau River.—The Long Ridge.—Interesting Character of the Ridge.

189. The general course of this stream, from its confluence with Red River to Roseau Lake, is a few degrees to the south of east. It enters Reed River about ten miles north of the forty-ninth parallel, and it is probable that Roseau Lake is on the boundary line between Rupert's Land and Territory of Minnesota. The course of the Roseau is very tortuous, and for the first twenty miles it meanders through a beautiful prairie, with a belt of heavy forest trees on its banks. Near the mouth of the river, on the south side, there is a considerable quantity of low land, but above that point the banks vary from fifteen to twenty feet in height until at the crossing place the long ridge is reached. Here the banks are from fifty to fifty-five feet above the level of the river. Near the crossing place the ridge has probably an elevation exceeding sixty feet above the level of Red River. It and its offsets form a very singular and most interesting feature in the topography of the whole valley, and will be more fully noticed in the proper place.

Timber of the Roseau beyond the Ridges.

190. The ridge once past the whole face of the country changes. The soil becomes poor and sandy, although still preserving a prairie or plain character. The timber on the banks of the river fast dwindles to small-sized oak, elm, birch, and poplar, until it gives place, about forty-six miles from the mouth and perhaps seventy or eighty by the winding of the stream, to extensive marshes in which islands of small pine are to be seen.

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* Keating (Major Long's Expedition).

Marshes of Roseau River.

191. At the commencement of these marshes the Roseau River moves sluggishly, and its stream soon becomes dead water, with a vast expanse of flooded land on either side, extending, according to our guide, fifty miles to the right hand and to the left.

Country of the Roseau beyond the Beginning of the Marshes.

192. Having found it impossible to proceed further on horseback than the beginning of the great marshy tract of the Roseau, and not being provided with a canoe, the following description of the country rests upon the authority of the guide who accompanied us, and who had resided at Roseau Lake for a year and a half when in the service of the Honourable Hudson Bay Company. The river channel can be traced through a marsh ten miles long, nearly on a level with the water in the river. The depth of the marsh does not exceed three feet, and it is quite possible to wade on horseback through it. The Honourable Hudson Bay Company's route to their post on Roseau Lake (in 1851) retired from the river when the waters ceased to flow, and pursued a direction some miles to the south of the channel, probably within the United States' territory. In 1847, a very dry season, it was possible to proceed with carts in a direct line near the banks of the river, from the beginning of the marsh to the post, one mile and a half from Roseau Lake.

Water Fowl on Roseau Lake.—Altitude of Roseau Lake.—Roseau Lake to the Lake of the Woods.

193. An idea of the character of the country about this post may be inferred from the guide's description of his attempts to destroy the monotony of his life when stationed at Roseau Lake. He informed me that when he wished "to see anything" beyond the four walls of his log shanty, and the rushes by which it was surrounded, he was in the habit of mounting to the roof, and from the top of the mud chimney enjoying the view, which consisted of reeds to the north, reeds to the south, and reeds to the west, as far as the eye could reach; and to the east Roseau Lake, fifteen miles long by ten broad, with a deep fringe of reeds. On the bosom of this retired sheet of water, in the spring and the fall, he was enabled to watch countless millions of ducks and geese, and the noise of their shrill cries, with the flapping of wings as they would rise to take their morning flight to the north or south, according to the season of the year, were almost the only sounds he heard, saving the sighing of the winds through the reeds, during his dreary abode in the waste of Roseau Lake. The altitude of Roseau Lake above Lake Winipeg probably does not exceed 150 feet; and as the elevation of the Lake of the Woods is at least 370 feet above the same level, there must still be a rise of 200 feet to be overcome before reaching the height of land. Our guide described the Roseau River, before it enters Roseau Lake, as stretching far to the south in the territories of the United States. He also said that issuing from the Great Muskeg, or swamp, occupying so much of the height of land between Red River and the Lake of the Woods, was a narrow rapid stream of fifty miles long and emptying into Roseau Lake, thus forming a route by means of which the smallest-sized canoes may pass from Roseau Lake through the Great Muskeg to the Lake of the Woods.

Indian from the Lake of the Woods.—Ten Days on the Road.—Breadth of the Muskeg at the Height of Land.

194. At noon on the 26th September, when discussing with the guide the possibility of proceeding further up the banks of the Roseau River on horseback, we heard the sound of a gun, proceeding apparently from the river. Having fired one in return, we were not surprised some time afterwards to see an Indian approach. He had just arrived with his family from the Lake of the Woods by the route proposed to be taken by Mr. Dawson and myself some weeks before. He described the route in the same way as the guide, and in no material respect differing from the accounts we had before received from other Lac la Pluie Indians, who had been engaged to convey us through it, before the intervention of the tribe, narrated in my report from Islington Mission. He had been ten days on the road, but might have accomplished the journey thus far in shorter time, had he not required to hunt by the way for his family, who accompanied him. At my request he drew up a map of the route, which was in almost all particulars similar to that sent in my report from Fort Francis. He ascended a small river, marked on the map Reed River, from the Lake of the Woods, for a distance of thirty miles to the Great Muskeg at the height of land. He was two days dragging his canoe through the Muskeg which is here nine miles broad. He then descended the rapid stream, forty or fifty miles long, before noticed, which is called by the Indians Muskeg River, and found himself among the rushes or reeds of Roseau Lake.

Dry Prairie north of the Crossing Place in the Roseau.—Still Water Creek.—Rat River.—Country between Rat River and the Lake of the Woods.—Little Rat River.—Nine Mile Swamp.—Nine Mile Swamp easily drained.—French Settlement.

195. Returning nearly in our steps to the crossing place, we went over to the right bank of the Roseau, and after threading through a forest of fine oaks about one quarter of a mile deep, found ourselves emerging upon an open dry prairie, bounded on the east by the low wooded ridge before noticed as occurring on the south side of the river. The distant belt of woods fringing Red River might just be seen in the far western horizon, the whole intervening space being a rich and level prairie, without shrubs or willows. Six miles from the Roseau, Still Water Creek occurs. Its waters are deep, and, as its name implies, sluggish or almost stagnating. Between Still Water Creek and Rat River some marshy spots occur, while on the right the ridge, wooded with aspen, continues in the direction of the rapids of Red River, near which spot it is found within four miles of the banks of the main stream. Rat River is an insignificant brook, coming from the Great Muskeg, which occupies the height of land to the east of the valley of Red River. At the crossing place it is fifteen feet broad. It sometimes serves the Indians as a means of communication between the Lake of the Woods and Red River by the following steps: 1st, Rat River east, flowing from the Muskeg at the height of land into the Lake of the Woods. 2. The Great Muskeg, through which the small canoes are

dragged. 3. A small river flowing into swamps, from which, 4th, Big and Little Rat River issue, which unite below the crossing places on the road to the settlements, as shown in the chart. Four miles from Big Rat River, Little Rat River was crossed, and the tract then led to the point of junction of the two streams, until it came upon a ridge, which is followed for a distance of ten miles, after which the great Nine Mile Swamp occurs, where water lodges in marshy intervals, for the distance which has given its name to this wet prairie. A strong Scotch plough, drawn by a stout team of oxen, would soon effect the drainage of the Nine Mile Swamp. It partly originates from the excessive luxuriousness of the grasses growing upon this level expanse, which, in a humid season, holds up sufficient water to give permanency to the wetness of this portion of the prairie.* Hay in considerable abundance, as exemplified by the stacks which were seen in all directions, is made in the dry intervals of the Nine Mile Swamp. This French settlement commences immediately on the northern extremity of this characteristic illustration of Red River enterprize and energy, as applied to the improvement of the country. A very little well-directed labour would convert these extensive marshy areas into the richest pasture and hay privileges, and drive to more congenial haunts the myriads of snipe and plover we disturbed in our passage through it.

PART III.

GEOLOGICAL SKETCH OF THE CANOE ROUTE FROM FORT WILLIAM, LAKE SUPERIOR, TO THE MOUTH OF RED RIVER, LAKE WINIPEG, AND OF THE VALLEY OF RED RIVER, NORTH OF THE FORTY-NINTH PARALLEL.

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THE KAMINISTIQUIA TO THE HEIGHT OF LAND.

Mr. Murray on the Valley of the Kaministiquia.

196. The valley of the Kaministiquia, with its extension through Dog Lake and River to the height of land, was examined by Mr. Murray, Assistant Provincial Geologist, in 1846. The results of that survey are to be found in his report, addressed to Sir William Logan, and printed in the Report of Progress in the Geological Survey of Canada for 1846-47. The following brief notice of the character and distribution of the rocks of the country drained by the Kaministiquia is in part abbreviated from Mr. Murray's report.

Country above the Kakabeka Falls belongs to Laurentian Group.—Huronian Rocks east of Kakabeka Falls.—First Exposure of Argillaceous Slates.—Granite and Syenite Ranges about Dog Lake.—Valley of Dog River.

The whole of the interior of the country above the Kakabeka or Grand Falls to the height of land belongs to the Laurentian series of rocks, including granite, syenite, gneiss, and the lower slates (micaceous and chloritic schists), and a line drawn from the falls at Thunder Bay would mark nearly the junction of the Upper or Huronian slates, which rest upon them. The upper or black argillaceous slates occur in magnificent mural precipices at the Grand Falls. Sketch No. 6 shows a fine exposure on the right bank of the river. The talus from which the view was taken is composed of thin sheets of hard slate, held together by the roots of grasses and wild mint, and afforded at the best but a very insecure footing. The rock supporting this talus shows many of the spheroidal concretions charged with iron pyrites noticed by Mr. Murray in his report. The first exposure of the black argillaceous slates was seen about five miles from Pointe des Meurons, or fifteen miles from the mouth of the river. A large exposure with a S.S.W. strike occurs at the Décharge des Paresseux and the junction with the gneiss upon which the formation reposes was seen at the foot of the Portage d'Ecarté, three-quarters of a mile above the Grand Falls and close to

* See introductory chapter for a probable explanation of the origin of many of the "swamps" in the Red River Valley.

the spot indicated by Mr. Murray:—" The high land around Dog Lake is chiefly granite or syenite, " and the islands on the western side are the same, with mica slate resting on it occasionally. On " the west coast, sever promontories jet out with deep bays between them. Each point in succession " appears to be the arch of an anticlinal axis bringing up the syenite in the middle, while mica " schist dipping in opposite directions rests upon it." The valley of Dog River is bounded by low granite ridges as shown on the map, while the height of land, though not exhibiting an exposure of rock *in situ* on the portage path, probably consists of granitic and syenitic ranges, as described by Dr. D. D. Owen.

THE HEIGHT OF LAND TO RAINY LAKE.

Portage du Baril, Dip and Strike.—French Portage.—Mica Slate in Gneiss.—Granite Overflow at the head of Doré Lake.—Granite Hills near Sturgeon Lake.—Dip and Strike at the Fifth Rapids.—Small anticlinal Axis in Pine Lake.—Dip of Schist.—Probable persistent Exposures of Chloritic Slate.—Tilted Schist at the Grand Falls of the Nameaukan.—Schist dipping in Curves.—Joints and Quartz and Felspathic Veins.—Rock dotted with beautiful Specimens of Plumose Mica.

197. In Mille Lacs exposures of what was supposed to be white glistening quartz are numerous; they are called by the voyageurs sail rocks. Dome-shaped hills receding from the shores, and having an altitude of about 100 feet, were visible on the south-east side of the lake in making the traverses. At the Portage du Baril, the dip was nearly vertical and strike at N. 70° E. At French Portage micaceous schist was seen resting on gneiss, at an angle but slightly inclined from the vertical. The strike was N.E. by E. At the head of Doré Lake, the granite seems to have overflowed the mica schist. The thin edges of the overflow are seen resting on the shore, and beneath the water its undulating boundary can be traced for some distance. On an island in Pickerel Lake, the strata were much twisted and curved, and consisted of mica schist with bands of gneiss, intersected with numerous quartz and felspathic veins. Dip 20° N. from vertical strike N.E. by E. At Pickerel Portage boulders begin to be numerous, and are also abundant at Doré Lake. On Sturgeon Lake low granite hills form numerous jutting points or promontories. Near a small expansion of Sturgeon River, above the Second Falls, mica schist, well stratified, is exposed, with a strike N. 60° E. and dip 7° S. from vertical. The micaceous portion of the rock is separated by divisional planes (quartz) of about one-eighth to half an inch in diameter, and by the weathering of the micaceous portion, these project in the form of abrupt ridges, traceable for many yards, and preserving a remarkable parallelism. At the fifth rapids of this river, the strike is N. 65° E., dip 15° S. E. from the vert., and about three-quarters of a mile further on the strike was found to be N. 30° W., at an angle of 45°. At the Portage de l'Ile, at the Sixth Falls, the dip is N., at an angle of about 40°; the rock is a highly stratified micaceous schist, passing into a horn-blender schist. Below Portage de l'Ile, the river expands into a lake about three-quarters of a mile broad, and of the same length, with a deep bay to the N.E., and one corresponding, to the S.E. Two islands in Pine Lake, below Portage de l'Ile, appeared to show small anticlinal axis. The schists were seen to repose at a low angle (N. 60° W.) on a reddish coloured, unstratified rock below; but no specimen was obtained. It was cracked into huge blocks. On the main land, N.W. of the two islands, the schists were seen to dip N. 60° N. at an angle of about 30°. About five miles below Portage de l'Ile, fragments of chloritic schist occur on the beach; not water worn, or showing abrasion. A few hundred yards further on, a stratified rock cups out in very persistent layers; some of them extended several feet from the cliff, with a varying thickness of from two to six inches. The dip was about 20° N., and it may have been an exposure of the chloritic schists, whose fragments were found above it. Not being able to approach, on account of the swift current sweeping the base of the cliff, where the exposure occurred, no specimens were procured. At Snake Falls, the river passes over a schist highly inclined to the N.E., and below them, many fine exposures of the same schist occur on the islands, frequently projecting like the end of boards of unequal lengths leaning against one another, and varying in thickness from two to five inches. Three miles below Snake Falls, the rock passes into gneiss, and numerous veins and dykes of granite are seen to penetrate it nearly at right angles to the strike; the dip is here N.W. Ten miles below Snake Falls mica schist again comes into view, unstratified with quartz, and felspar layers from one to two inches thick. The strike is E. 5° N., and the dip nearly vertical. At the Grand Falls of the Nameaukan, the schists are tilted by steps in the form of the segment of a circle. In Lac Nameaukan, dome-shaped granitic islands parallel to one another, and of oval form, present themselves not far from the entrance of Lac la Croix. The direction of the longest axis is N. 60° W. A line prolonged through the Granite Islands, in a N.W. direction, touches the schist about three hundred yards further on. Their apparent dip, as seen from the lake was N.W., at an angle of about 45°. One island, wholly composed of schist, inclined at a high angle, is followed at a distance of about 50 yards by a long flat gneissoid dome. About 600 yards from the island, the schists dip lightly to the S.E. On the north side, the dip could not be seen; but on the west side they were seen to bend round in a curved form, and from a N.W. dip towards the S. E. On the next island, the gneiss was intersected by numerous joints, having a direction N. 70 E., and of quartz, and felspathic veins, N. 25° W., or nearly perpendicular to the former. Its surface towards the N.W. by W. was smooth, and inclined at an angle of about 10°. The rock of the new portage is a granite containing mica in plates, and everywhere dotted with numerous beautiful specimens of plumose mica.

RAINY LAKE TO RAT PORTAGE, LAKE OF THE WOODS.

Dr. Bigsby on the Geology of Rainy Lake.—The Division of Rainy Lake.

198. In an article on the Geology of Rainy Lake, South Hudson's Bay, by Dr. J. J. Bigsby,* the geological conditions of this remote body of water are thus summed up: "Chloritic and greenstone

* On the Geology of Rainy Lake, South Hudson's Bay, by Dr. J. J. Bigsby, F.G.S., &c. Quarterly Journal of the Geological Society, 1854.

" slates, gneiss and mica slate in proportional quantities, in the order here set down, seem once to have " occupied the lake basin, with an E.N.E. strike and a N.N.W. dip, at a high angle usually; but " subsequently, a very extensive outburst of granite with some syenite has taken place, to the great " disturbance of the stratified rocks, and penetrating them both in intercolations and crosswise; these " intrusive rocks occupy a very large portion of the lake." Dr. Bigsby, who accompanied the surveyors of the Canadian Boundary Commission in 1826, had excellent opportunities of forming a correct acquaintance with the geology of Rainy Lake. He divides its region, for convenience of description and reference, into six distinct parts, each having its own geological characteristic. The west shore of the lake is mainly occupied by granite, which at the northern portion is finely granular and porphoritic in equal quantities. On the east coast of the north-westerly extension of Rainy Lake are chloritic and greenstone slates; on the eastern arm of Rainy Lake pale red granite is the prevailing rock, and near the northern extremity of this arm naked ridges, white as porcelain, and 500 feet high, occur.

RAINY RIVER.

Débris of Silurian Limestone in the Valley of Rainy River.—Hornblendic Schist.

199. Dr. Bigsby says, "At the commencement of Rainy River, on both banks, and for two miles " of the south shore of the lake, there is a large quantity of untravelled débris of an upper silurian " limestone, which is always sharp edged and slaty, and now and then is planted into the earth in such " great square masses, that I am constrained to consider it living rock split into fragments by the " intense cold of these regions, containing the same fossils as the limestone of the Lake of the Woods; " I believe it to be of the same age; it is browner and coarser in texture. There is not much doubt " but that it underlies most of the bed of the Rainy River, and is continued into the plains about the " Red River Settlement." Throughout the valley of the Rainy River no rock exposures were seen, with the exception of two ranges of hornblendic schist, which cross the river at the Manitou and Grand Rapids, causing those deviations from the overflow of Rainy River. A few hundred yards up one of the rivers on the United States side, fine exposures of a very compact schist occur, which, from their supposed similarity to limestone, have led the voyageurs to call the affluent on which it is found " Limestone Creek."

The Lake of the Woods: Dr. Bigsby's Paper on.

200. The canoe route through the Lake of the Woods affords scarcely any opportunity of procuring specimens of the rock formations which are characteristic of this beautiful, and, in some respects, promising region. Dr. Bigsby's paper and map, published in the Quarterly Journal of the Geological Society, supplies much valuable information.

Polished Surface of Greenstone Conglomerate, with Glacial Furrows.—Directions of the Axis of the enclosed Pebble.—Vertical Sections.

201. On a small island, about twenty-five miles north of Garden Island, a remarkable exposure of " greenstone conglomerate " was seen, nearly on a level with the water of the lake. The surface of the rock was nearly horizontal, beautifully polished, and strongly marked with ice (glacial) furrows and scratches. The directions of the furrows was N. 25° E., they were all parallel to one and another, some of them half an inch in depth, and nearly double that measure in width. They continued to pursue a uniform direction for many yards until concealed by the bushes which fringed the bare rock some forty or fifty feet from the water's edge. The conglomerate presented the appearance of an immense table of mosaic work. The pebbles and small boulders enclosed in the matrix were often water worn, some of them, however, showed no lateral abrasion, preserving their angle sharp and well defined. They were all ground down to one uniform polished surface. The direction of the largest axis was N. 64° E. and S. 64° W. The imbedded boulders and pebbles vary from half an inch to eighteen inches in diameter, and appeared generally to lie with their flatted side facing the south-west. The colour of the matrix was a pale green, and of the embedded pebbles grey with a tint of green. A vertical section of the rock exhibited the pebbles and boulders as if resting upon the extremity of the longest axis with a slight inclination to the east. Sketch No. 13 shows the appearance of this conglomerate with the glacial grooves.

THE WINIPEG TO RED RIVER.

Large Area of intrusive Granite in the Upper Winipeg.—The Country characterized by great Sterility.

202. The country between the sources of the Winipeg and a few miles south of Islington Mission, a distance of nearly thirty miles, appears to be largely occupied by a vast range of intrusive granite and syenite, in the form of dome-shaped hills, varying from 150 to 200 feet high. A view from the summit of one of the highest of these, about fifteen miles due north from Rat Portage, offered an unvarying appearance of their rounded summits as far as the eye could reach in a westerly direction. The canoe route we pursued was a short Indian path from Rat Portage to the Great Winipeg, in a nearly straight north-westerly direction. The country traversed was characterized by great sterility, and an unusual proportion of bare rock. High precipitous mural cliffs, without a trace of stratification observable in them, often formed the boundaries of this branch of the Great Winipeg.

Mica Schists show themselves.—Granite Hills.—Conglomerate.—Gneiss.

203. Near De l'Isle Rapids indications of mica schist were apparent, and below the portage the rock was much twisted and involved, and intersected with numerous granite veins. Further stratification was occasionally seen, the inclination being at a low angle, towards the N.E. At James Falls is a very hard, dark green coloured rock, without any distinct stratification. It is traversed by numerous broad granite veins, and also intersected by dinsimal planes. Abrupt hills of granite appear on the opposite side of the river, and on an island just above the falls a beautiful section of conglomerate

forms the precipitous river bank. In it are seen huge masses of this dark green rock before noticed. Two miles below the falls gneiss is exposed, with a nearly E. and W. strike and a dip of about 40° N.

Striped Rock.

204. At the Portage du Bois the gneiss passes into a hornblendic schist, traversed by numerous quartz veins. The whole is very much twisted and intersected by large and small granite dykes running in a different direction to the quartz veins, but so curved and meandering as not to appear to have a general direction at the spot where the observation was made, the rock in some places might well receive the name of a "striped rock." The general direction of the strike was due west, the dip nearly vertical, and about 5 to 10° N. The Falls of Portage du Bois are singularly beautiful; the river is very broad, not less than 500 yards, and its current is broken by three small wooded islands, between which the water rushes before it makes its final leap.

Gneiss.—Dykes.—Bonnet Lake.—Needle refuses to act.—Cliffs of Clay.—Mica Schist and Gneiss.—Laurentian Group prevails from the Height of Land to Lake Winipeg.

205. Near the mouth of the Pennawa the gneiss is finely stratified, although much twisted in places. The strike is N. 55° E.; the dip at a high angle east. Numerous felspather and granite dykes and veins intersect the rock, the first-named are often six inches broad, running N. 5° E.; the second pursue various directions, but are most numerous in a direction 10° east of the felspather. Ten miles down the Pennawa, the strike is N. 75° E., and dip S. 25°, E. 10° from the vertical. The rock is gneiss, beautifully stratified. A short distance from the mouth of the Pennawa, the river glides over a smooth exposure, having an inclination of about 30° in the plane of stratification, and strike E. 45° S. A lake about six miles long forms the termination of the Pennawa, and is connected with Bonnet Lake by a narrow passage between high and rugged rock exposures, which form the termination of a range of dome-shaped hills, of which sketch No. 12 affords a rough outline. The island is gneiss, with distinct micaceous layers; the strike W. 10° S., and the direction of the range is about north and south, curving slightly to the south-east. The summits of the hill range are bare, and appear to be polished or smooth on the eastern exposures. Unworn greenstone fragments and boulders are numerous on the S.W. shore of the island. The dip seen on the main land was at an angle of nearly 45°, half a mile from the island before noticed. Mica schist is seen reposing on the gneiss, apparently conformable. The needle here refused to act; and on passing close to a high exposure of the schist, it vibrated between 50° W. to 50° E. of north, as roughly estimated by the sun. The schist was seen dipping south at a higher angle than the gneiss. Low cliffs of clay begin to come upon the river soon after passing the first falls below Bonnet Lake, and conceal the rocks below. At the first falls below the Bonnet a highly micaceous gneiss shows a strike E. 25° N., dip about 40°, but variable numerous flexures being visible. Patches of mica schist come through the gneiss, which is intersected by large coarse veins and dykes of granite. Between this point and Fort Alexander exposures occur at the different falls and rapids, showing rocks which apparently belong to the same group as those which have been already described, but favourable opportunities of procuring specimens, or of ascertaining their precise character did not occur. All rock exposures alluded to in the foregoing sketch, with the possible exception of the Valley of Rainy River, may be classed with the members of the Laurentian group.

LIMESTONE.

First Exposure.—Limestone fit for Building Purposes.

206. The first exposure of Limestone of silurian age was seen just below the Stone Fort, Red River. It here crops out in massive layers, as shown in section No. 3, the colour of its weathered surface is a pale yellowish grey, and of fresh surfaces, a grey more inclined to white; it is hard, but its fresh fractures are not clean. It makes a good building material, and is extensively used for that purpose. The lower or Stone Fort is constructed from the bed, which crops out on the river bank beneath it. The rock is highly fossiliferous; specimens of its fossils have been sent to Sir William Logan, who has kindly consented to examine them.

Second Exposure.—Rock highly magnesian.—Stony Mountain.—Any quantity of Limestone for Building Purposes at Stony Mountain.

207. The second exposure was seen about two miles below the Grand Rapids (Section No. 4). In both instances the surface was irregularly inclined, and so nearly horizontal that it was found impossible to ascertain the dip. The most general inclination appeared to be very slightly towards the south-west by west, but other exposures, not far removed, showed it was thought a perceptible inclination in the opposite direction. Wherever seen on the Red River the rock is highly magnesian, and often contains small imbedded masses which appear to hold magnesia in greater proportion than lime. About nine miles west of the Middle Church, Red River Settlement, at a place locally designated Stony Mountain, cliffs of limestone show a bold front facing the west, with an altitude of about sixty feet above the prairie. Section No. 7 shows a rough approximation of these cliffs. It will be seen that the ancient lake beach, shown in the section, has an altitude which may probably correspond with the old lake ridge on the opposite side of the river, ascertained by measurement to have an altitude of sixty-seven feet above the prairie. The layers of rock are nearly horizontal, very massive, and building materials to any extent are here easily accessible.

DRIFT AND CLAYS.

The Great Dog Portage.—Areas of Drift.—Drift Clay over the Valley of Red River.—Bricks and Pottery.

208. The Great Dog Portage has already been described as formed, in part, of an immense bed of sand reposing upon clay. A section (No. 1.) of this singular and interesting barrier, which accompanies

the topographical description of the country, shows the relation of the sand clay to one another, and to the rock upon which they rest. Small areas of drift occur at the different portages, and also on the islands on Mille Lacs, but in no instance, until we arrived at Rainy River, were they seen of sufficient extent as to warrant especial notice. In Rainy River buff-coloured clay, unstratified and sustaining stratified clay, was seen repeatedly. In it were numerous limestone boulders, some of which were not destitute of fossils. On the Winnipeg areas of drift begin at the Islington Mission, and continue to increase in dimensions, though far apart from one another, until we arrive at the Manitou Rapids, where a drift clay covers the country on the banks of the river. In the Valley of the Red River and the Assiniboine the unstratified clay, with boulders from Laurentian rocks and limestone, rises from the water's edge to within four feet of the surface, after which its colour changes, shows stratification, and is evidently lacustrine and alluvial. The unstratified clay of these river valleys contains a more than usually large per-centage of magnesia. The alluvial portion is reported to be well fitted for the manufacture of brick and common pottery, in patches, but these I did not see.

THE ANCIENT BEACHES AND RIDGES OF LAKE WINNIPEG.

Mean Beach sixty-seven feet and a half above the Prairie.—Stony Mountain.—Ridge at the Roseau.—Forms a beautiful Road for 100 miles.—Marks the Limit of good Land east of Red River.—The Big Ridge on the Assiniboine marks the Limit of good Land.—The Couteau du Missouri.—Pembina Mountain 210 feet high.—The ancient Beaches and Valleys of Lake Winipeg limit the Area of good Land; by far the greater Portion of good Land lies within the Limits of British Territory.—Small Ridges.—Diameter of the small Ridges.

209. These will be best understood by an inspection of the map. They evidently may be divided into several groups; but the opportunities of unravelling their relations were extended over too short a time to admit of general conclusions being drawn. The most prominent ridge, and in fact the one which limits the fertile portion of Red River and the Assiniboine, as far as seen on the north and east sides, approaches Red River within four miles of the middle settlement, and was there found to be sixty-seven feet and a half above the prairie level; on the opposite side of the river Stony Mountain corresponds perhaps in altitude with this ridge. Three or four miles west of Stony Mountain the Big Ridge of the Assiniboine is seen sweeping round from the north towards the west, in the direction of the valley of that river; it probably forms the northern limit of the fertile prairies of the Assiniboine. On the east side of Red River, the ridge before noticed can be traced from the middle settlement to the Roseau, which it crosses about forty-six miles from the mouth of that stream; at the crossing place on the Roseau, its height was estimated to be the same as at the middle settlement; it forms a beautiful dry gravel road wherever traversed, and suffers only from the drawback of being the favourite haunt of numerous badgers, whose holes on the flank, and also sometimes on the summit, are dangerous to horses; it is perfectly level for a hundred miles, and everywhere, as far as my observation enabled me to judge, shows the same even rounded summit; it may yet form an admirable means of communication through the country; it marks the limit of the good land on the east of Red River. The Big Ridge of the Assiniboine is apparently a counterpart, on the west side of Red River and north of the Assiniboine, of the one just described, and probably it was produced at the same epoch and by the same agent. It forms the flank of a Rateau, which was stated by my guide to extend north to the shores of Lake Winipeg. Between this ridge and the Assiniboine the land is eminently rich and fertile; beyond the ridge north, it is described by the half-breeds as wooded, sandy, and poor. About half a day's journey west of Prairie Portage, the Big Ridge was said to close upon the Assiniboine, and give place to sand hills clothed with pine, which form the east flank of the high prairies beyond. On the south bank of the Assiniboine, and crossing the Pembina River and forty-ninth parallel, within a day's journey of Pembina, the north-eastern flank of the Coteau de Missouri limits the valley in that direction, and is known by the name of Pembina Mountain, and still further west, by the designation of Turtle Mountain. Dr. Owen measured the altitude of Pembina Mountain, and found it to be 210 feet above the plain: it is, says Dr. Owen, a terrace of table-land, the ancient shore of a great body of water that once filled the whole of Red River Valley. On its summit it is quite level, and extends so for about five miles westward to another terrace, the summit of which is supposed to be level with the great buffalo plains that stretch away towards the Missouri. Pembina Mountain is composed of incoherent sand, gravel, and shingle. We could see this great boundary of Red River Valley to the south-west looming in the horizon during both journeys from Fort Garry to Pembina. The ancient beaches and ridges of Lake Winipeg acquire great interest from the fact that as far as my observation extended, and in exact accordance with all information derived from the natives, they form the limits of the good land in the Valley of Red River and the Assiniboine, and by far the greater part of this land lies within the British territory or north of the forty-ninth parallel. South of that national boundary the ridges begin to close upon Red River, and contract its valley, a physical confirmation which would be at once deduced from an inspection of the map of Minnesota, showing the position of the Coteau de Missouri. Striking off from the main ridge on the east side of the Red River, numerous smaller ridges pass into the prairies, and sometimes appear to die away; occasionally they intersect one another at different altitudes. Near Rat River, three of these ridges occur which have a difference in elevation of three, five, and ten feet above the level prairies; they run into one another, and are not traceable on both sides of the highest. In form they are similar to the main ridge, and also composed of gravel; they likewise abound in badger holes; their diameter varied from eighty to 100 feet. In every instance they formed excellent level and dry roads. Their position is shown on the large map.

COAL (LIGNITE).

210. Many of the half-breeds with whom I conversed at Prairie Portage stated that they had seen coal in the Assiniboine, below the mouth of the Little Souris River, or Mouse River and on the Little Souris or Mouse River itself. Mr. John Spence, of Prairie Portage, drew a small chart, No. —, for me, showing the position of what he called "coal" on the Assiniboine. I saw and conversed with a half-breed who had brought "a few bushels" of this coal to the settlement, for the purpose of ascertaining its fitness for the forge; he stated that he was a blacksmith, and had used the coal, and found it answer, but it required a strong draft; I procured from another half-breed several specimens, which accompany this report, and are designated "Lignite from the Little Souris, Assiniboine Valley." On this tributary of the Assiniboine, the lignite was described as crossing out in bands exceeding a foot in thickness, and occupying a large area on the Little Souris.

Position of the Coal on Lignite Beds.—Presence of Bands of Sioux on the Trail of the Buffalo Hunters prevented an Exploration of the Assiniboine, with a view to ascertain the Truth of the Statements about "Coal."—Small Fragments of Lignite in the Drift or Mud of the Assiniboine.

211. The distance of the crossing place of the Souris, where the buffalo hunters' trail passes on to the high prairies, about the Coteau de Missouri, was represented to be three days journey by land, with a winding navigable river communication to and far beyond the crossing place, where the bands of "coal" are said to be exposed. I endeavoured to induce John Spence to go with me, and point out the locality where the lignite dropped out in the Assiniboine; he expressed perfect willingness to do so, if I could procure for the trip ten men in all, so that watches might be established by night, in consequence of the presence of several bands of Sioux Indians on the trail of the buffalo hunters, who were then coming in from the Great Prairies after their summer hunt. The Sioux had succeeded in driving off ten horses from the tail of the caravan, about half a day's journey from Prairie Portage the night preceding my arrival there; and this incident led John Spence and others to decline going with me, unless the number of the party amounted to ten in all. This large addition I found it impossible to procure at Prairie Portage, and after my return to the settlement, the time at my disposal was too short to admit of the exploration. In carefully searching the recent mud flats of the Assiniboine, at and a little above Prarie Portage, I found numerous small fragments of lignite, from which it might be inferred that an exposure of the parent rock was situated some distance up the river, but beyond this, and the reiterated statements of many who had been up the river before named, I found no proof of the existence of lignite in available quantities.

Specimens of Lignite common in the Settlements.—Necessity of a Supply of Fuel for increasing Settlements.

212. In the settlements on Red River and the Assiniboine small specimens of lignite were frequently shown to me by different people, who stated that they procured them from the crossing place on the Little Souris, and an Indian had a bag containing about half a bushel of the same material, together with specimens of silver mica, carefully treasured up in many folds of dressed buffalo skin. Many intelligent people in the settlements appeared to be much impressed with the importance of ascertaining the true nature and extent of the lignite beds on the Little Souris. The great scarcity of wood in the prairie country, and all through the valleys of Red River and the Assiniboine, making the question of a permanently increasing settlement in a measure dependent upon the supply of fuel which may be obtained from other sources than those offered by the aspen covered ridges, or the thin stripes of timber on the immediate banks of the rivers.

SALT.

Brine Springs of Manitoba.—Salt even now made, and sells at 10*s.* sterling a bushel.—Supply stated to be unlimited.

213. The shores of Lake Manitoba have long been celebrated for their brine springs. At the present time, a considerable quantity is manufactured by the half-breeds for their own use, and for the supply of the settlements, where it commands ten shillings a bushel. Specimen No. — is from Lake Manitoba. A half-breed of Scotch descent, who had made salt for many years at the springs, told me that if a market existed for it, the springs would supply any quantity that might be required.

PART IV.

THE SETTLEMENTS ON THE RED AND ASSINIBOINE RIVERS, IN THE DISTRICT OF ASSINIBOIA, RUPERT'S LAND, WITH A SKETCH OF THE CLIMATE OF ASSINIBOIA, AND THE APPROACHES TO THE VALLEY OF LAKE WIINIPEG.

CHAPTER I.

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NUMBERS AND ORIGIN OF THE POPULATION OF RED RIVER SETTLEMENT.

The Census of Red River Settlement.

214. The census upon which the statements contained in the following pages are founded was taken in the years 1843, 1849, and 1856, and the copies which appear in the Report were kindly furnished me by Mr. W. R. Smith, the clerk to the Council of Assiniboia.

Population, Increase very slow.—Cause of this.—Foreign Element diminishing.

215. The total population at the settlements on Red River and the Assiniboine amounted to 6,523 in 1856, 5,291 in 1849, and 5,143 in 1843, showing an increase in the first six years of only 148, and in the last seven years of 1,232 souls. This great difference in the apparent rates of increase is one which may be easily explained, by enumerating the offsets from Red River Settlement, which have occurred since the periods when the census was taken. These consist of a number of families, embracing 120 persons, forming a settlement at Prairie Portage. St. Joseph's at Turtle Mountain has absorbed a very considerable number, exceeding 500 persons, and many families have left the settlement to seek a home in other localities. At the same time the population of Red River has received very few accessions from distant countries; indeed, the foreign element, as it may be termed, shows a very decided diminution in one important source of supply.

Decrease of Europeans and Canadians.—Increase in Half-breeds.—Unfavourable Effects of the Diminution of the Foreign Element.

216. During the seven years which elapsed between 1849 and 1856, a decrease in the numbers of Europeans or Canadians, that is, of people not born in Rupert's Land, although British subjects and originally coming from England, Scotland, Ireland, or Canada, has taken place to the extent of 102 families. The increase in native or half-breed families during the same period was 132. Between the periods of the census taken in 1843 and 1849, there was an increase in the European and Canadian element to the extent of seventy-four families, and of the half-breed of 113 families. The diminution in the number of European settlers has already worked a change for the worse in the habits and customs of the half-breeds or natives. For reasons which will be enumerated further on, the tendency of the native population is gradually to throw off the humanities of civilization, and approach nearer to the savage wildness of Indian life. An influx of European or Canadian blood had a very good effect in arresting this tendency, which circumstances, far more than disposition, have induced and fostered.

Population according to Origin.—Increase or Decrease during Thirteen Years.

217. According to origin, the population of Red River now stands as follows:—

—	Families. 1856.	Families. 1849.	Families. 1843.	Period of Comparison, 13 Years.	
Rupert's Land { Half-breeds / Natives }	316	684	571	Increase in half-breed families	245
Scotland	116	129	110	„ Scotch „	6
Canada	92	161	152	Decrease of Canadian „	60
England	40	46	22	Increase of English „	18
Ireland	13	27	5	„ Irish „	8
Switzerland	2	2	2	„ Swiss „	–
Norway	1	3		„ Norwegian „	1

I had a long conversation with the single Norwegian who now remains at Red River; he is a very old man, between 90 and 100 years; he came to Rupert's Land more than forty years ago, and he described Red River as being "a very good country for a poor man."

Numbers of European and Canadian Families have left the Settlements. Increase of Poverty in the Settlements. Diminution of Males in the Settlements. Reason of this. Young Men go to the United States.

218. In 1843, or thirteen years before the census of 1856, there were twenty-seven more European or Canadian families than there were at Red River in May 1856. These numbers show, that in place of an introduction of emigrants of a character likely to refine and elevate the rough natures of the natives, endowed as they are with many peculiar and valuable qualities, those who have been from their youth familiar with the advantages and blessings of civilization, have gradually left the settlement and sought a home elsewhere. The increase of poverty, or incapability of supporting families, is seen by the average number of individuals belonging to each family.

In 1849 the average of each family was - - - - - $5\frac{31}{1052}$

1756 „ „ „ - - - - $6\frac{31}{1082}$

The difference in the whole population of 1856 and 1849 being 1,232 souls, while the difference in the number of families is given at thirty only. This very extraordinary discrepancy was stated by Mr. Smith, under whose direction the census was taken, to arise from the general depressed circumstances in which many families found themselves. Numbers were unable to live in separate houses, and it now happens that two and sometimes three families, formerly occupying distinct houses, and cultivating distinct farms, are crowded together in one house for the sake of economy. In 1849 there were 137 more males than females in the settlement; in 1856 there were 73 more females than males. The reason of this remarkable change in the relative numbers of males and females in so small a community and in such a short period of time was stated to arise from the circumstance, that during the past five or six years many young men have gone to seek recompence for industry in the United States, which the district of Assiniboia has not yet offered to them.

Natives or Half-breeds desire Nationality.

219. The term "native," distinguishing the half-breeds from the European and Canadian element on the one hand, and the Indian on the other, appears to be desired by many of the better class, who naturally look upon the term as applied to a race of Christian men scarcely appropriate. There is evidently a strong and growing feeling among the few who have turned their attention to such matters, that in the event of an organic change occurring in the Government of the country, the "native" or half-breed population should not be neglected or thrust on one side.

INDUSTRIAL OCCUPATIONS.—THE FARMS AND FARMHOUSES OF RED RIVER.

Appearance of the Farms and Farmhouses.—Swamps susceptible of Drainage.

220. It will be gathered from what has been said, that the appearance of the settlement between the Upper and Lower Fort, is remarkably attractive and pleasing at the first sight. On the river bank, and extending from it to a distance of about a third of a mile, farms are laid out in narrow strips, the houses are generally close to the edge of the level table-land of the prairie, where it is abruptly cut by the channel of the river, and is thought to be high enough to protect them from occasional floods; but where the boundaries of the prairie retire from the present river channel, they are sometimes placed near the road, and rarely in the depression formed by the ancient course of the stream. Above Mill Creek there does not appear to be any rise of land sufficient to afford security against extraordinary floods, such as those of 1826 and 1852, when the waters rose above the road, or more than thirty feet above the present river level. On the west of the road, as already remarked, is a boundless prairie, here and there enclosed, and offering to the eye perfectly level fields of waving grain or luxuriant pasture. Where no enclosures west of the road have been made, the prairie often passes in what are locally termed swamps or marshes; but which are so susceptible of drainage, and conversion into the richest pasture lands, that they do not deserve the title which has been assigned to them.

Appearance of the Settlement at the first sight pleasing.—Indifference to the Future characterizes the People.

221. A closer acquaintance with the settlements dispel the favourable impression with which a stranger at first regards them. At a distance, the neat white-washed houses, with their gardens and farmyards, continuing without interruption for twenty miles between the forts, the herds of cattle, horses, and sheep feeding on the plains, the vast expanse of what seems to be meadow of the richest description, lead one to suppose that universal prosperity and contentment would here be won without anxiety or trouble. Nevertheless, no one can fail to be struck with the indifference to the future, which seems habitually to characterize the people, especially the French portion of the population, and to show itself everywhere in their unfinished dwellings, neglected farms, and extravagant indulgence in dress or in articles they covet. Many of the apparent efforts of industry which, seen from a distance, excite admiration, shrink upon a nearer approach into sluggish and irregular attempts at improvement abandoned before completion. The farms and farm buildings in the occupation of the majority afford no sign of recent amelioration, and in general, it may be said, that the buildings, which in Canada would be considered good, roomy country houses, are exclusively possessed and occupied by the retired officers of the Hudson's Bay Company, the traders or merchants of the settlement, and the clergy.

Appearance of the Homesteads of the Hunters indicate slow Decay.

222. The farmers' homesteads and the hunters' and trappers' cottages, if these classes here can with propriety be separated, bear rather the appearance of slow decay and a decline in fortune, than a healthy hopeful condition. It would be out of place to discuss the causes which may have led to this prevailing complexion, which, it is to be hoped but temporarily distinguishes the future bone and sinew of the Red River country.

Farming Operations conducted in a slovenly Manner.—Causes of the Negligence of the "Natives" to be sought for apart from Soil and Climate or Indisposition to labour on the Farm.[1]

223. With few exceptions, and these are chiefly among the Scotch, farming operations are conducted in a very slovenly manner. Weeds abound in most of the fields appropriated to grain; some fields are seen here and there to be altogether abandoned, and the outhouses wear a neglected aspect, or one of ruinous decay. As might be supposed in this primitive part of the world, manure is commonly allowed to accumulate in the front of the stables and cattle sheds, or sometimes thrown into the river, or heaped in such a position that it may be swept away by spring freshets. All these drawbacks and indications of negligence and imprudence are not uncommon, within certain limits, in every new country, indeed in any locality remote from markets, and wherever ignorance universally prevails; but where such a marked neglect and seeming dulness abounds, in the midst of very general in-

telligence and acuteness, besides means to disseminate elementary knowledge (to be noticed hereafter), and where, too, that depression is limited to the so-called agricultural class, in possession of a soil of unsurpassed excellence, the enjoyment of an admirable summer climate for agricultural purposes, and no greater share of periodical contingencies than those to which every other country is liable, the causes which induce these evils must be sought for in other directions than those which may be said to spring from a dislike for agricultural operations, or a characteristic inability to take advantage of the boundless appliances for promoting happiness and comfort which lie within their reach.

FARMING AND ITS RESULTS.

Capabilities of the Country not to be judged of by Results obtained under present circumstances.

224. The description which has been given of the general aspect of the farms and farmhouses in the settlements is not such as to create a favourable impression of the condition of husbandry in this remote region, but it would be very unfair to form an opinion of the agricultural capabilities of the country from the results obtained by the majority, under its present state of isolation, and the direction of the best efforts of the inhabitants to objects the reverse of those which belong to a pastoral life.

Farm not Object of exclusive Attention.

225. The farm, as an object of industry and attention, is recognised by very few of the people of Red River. I had an opportunity of examining two or three farms to which the owner devoted both attention, industry, and some degree of skill. I shall attempt to describe what I saw, and this description may be received as applicable to many hundred thousand acres on the banks of Red River and the Assiniboine, in respect of the returns they would yield to industry.

Mr. Gowler's Farm, Stackyards, and Barns.—Root-houses.

226. One of the farms which I visited was occupied by Mr. Gowler; it is situated on the Assiniboine. nine miles from Fort Garry, and it is marked on the map which accompanies this report. On the 16th September, the day I visited Mr. Gowler's house and farm, nearly all farming operations were over. A small stackyard was filled with stacks of wheat and hay; his barn, which was very roomy, was crammed with wheat, barley, potatoes, pumpkins, turnips, and carrots. His roots were shortly to be transferred to root-houses, which he had constructed by excavating chambers near the high bank of the Assiniboine, and draining them into the river. The drain was supplied with a close and tightly fitting trap, which was closed when the water rose during the spring above its mouth, which at that time might be eight feet above the level of the river. The chambers where about nine feet high, and their ceilings three feet below the prairie level. Access was obtained through a hole in the ceiling, which was covered with a neat little moveable roof. There were three of these cellars or root-houses before the dwelling-house, and between it and the river. Frost never entered them, and he found no difficulty in preserving any quantity of potatoes and turnips through the severe winters of this region.

Want of a Market for Produce.—Gowler's Farming Practice.—Extraordinary Turnips.—Excellent Potatoe Crop.—Period of planting Potatoes.—Indian Corn, Onions, Melons.—Melons at Fort Garry and elsewhere.—Gowler's Cheese and Tobacco.—Old Associations long retained by the Europeans at Red River.—Mr. Gowler's Opinion of the Assiniboine.

227. Mr. Gowler farmed fifty acres in white and green crops, hay and pasture being furnished by the prairie. He owned much more land, but found it useless to crop it, as no market for surplus produce existed. Last year he had sold many bushels of potatoes at sixpence per bushel, and had carted them nine miles. I had been previously informed of the extraordinary success of Mr. Gowler in growing wheat, but I found upon inquiry that the practice he employed was simply not to grow wheat after wheat; he had grown fifty-six measured bushels to the acre. The price of wheat at the time of my departure was 4*s.* 5*d.* sterling a bushel, but last year at the same time it had been 3*s.* 6*d.* sterling. His turnips (Swedes) were magnificent; four of them weighed seventy pounds, two weighed thirty-nine pounds, and two others thirty-one. Whatever manure his yard and stables supplied he gave to green crops and the garden. A portion of the potatoe crop was still in the ground; they far surpassed in quantity, quality, and size any I had ever seen before. Mr. Gowler very kindly turned them up out of the soil wherever I pointed out. I counted thirteen, fourteen, and sixteen potatoes, averaging three inches and a half in diameter, at each root. They were a round white-skinned variety, and seemed to be like those known in Canada as the "English White." The potatoes were planted on the 1st June, and were ready for eating on the 16th or 18th August. The winter supply was rarely taken out of the ground before the beginning of October. The greatest enemy to the turnip crop is the cut-worm (the grub of an elater). Indian corn succeeds well on Mr. Gowler's farm, and onions of rare dimensions were growing in his garden. He had had this year a splendid crop of melons, the seed being sown in the open air at the end of May, and the fruit gathered about the 1st September. At the time of my visit the melons had all been consumed, but I had several opportunities of tasting and enjoying this fruit at Fort Garry and elsewhere on the Assiniboine and Red River. In every instance they were grown in the open air, without any artificial aid beyond weeding, from the time the seed was planted to the maturation of the fruit. Mr. Gowler insisted on my tasting his wife's cheese and smoking his tobacco, before I departed. The cheese was tolerable; the tobacco, which was grown in the neighbourhood and highly prized by Mr. Gowler, was dreadfully strong, and would involve, I should think, long training, in order to acquire a taste for its qualities. Nevertheless Mr. Gowler preferred it to some excellent fig-leaf which I offered him; he remarked that he had grown and prepared it himself, and knew what it was. I may here relate, with a view to show how long old associations linger in the recollections of the European portion of the population in this remote region, that when I sat down to table Mr. Gowler turned inquiringly to his wife, saying, "And where is my plate?" "Oh, John! you would not think of sitting at table with gentlemen?" Mr. John seemed puzzled for a moment; his son-in-law and children were looking in silence from different

corners of the room. He cast a hasty glance around, and the true feelings of independence and manly right showed themselves, as he exclaimed, " Give me a chair and a plate: am I not a gentleman too? Is not this my house, my farm, and these my victuals? Give me a plate." Mr. Gowler had been in Rupert's Land for, I think, twenty-three years. His native county was Cambridgeshire. He considered the Assiniboine River to be a " Paradise of fertility," and all that was wanted, in his opinion, to make it a region which, if known, would soon attract a large emigration, found expression in the words " market " and " labour." I venture to introduce here some remarks which Mr. Gowler made, as he accompanied me to the gate of his farm-yard, where my horse was tied. " Look at that " prairie; 10,000 head of cattle might feed and fatten there for nothing. If I found it worth my " while, I could inclose 50, 100, or 500 acres, and from every acre get thirty-six to forty bushels of " wheat, year after year. I could grow Indian corn, barley, oats, flax, hemp, hops, turnips, tobacco, " anything you wish, and to any amount, but what would be the use? There are no markets; it's a " chance if my wheat is taken; and my potatoes I may have to give to the pigs. If we had only a " market, you'd have to travel long before you would see the like of these prairies about the " Assiniboine."

Gowler's Stable, Piggeries, &c.—Grasshoppers appeared.

228. The substantial character of the barn, stables, and piggeries, all constructed of wood, their neatness and cleanliness, the admirable arrangement of the hammels for cattle, and the sheds for sheep, all showed how far a little energy and determination, instructed by the experience of earlier years, would go in re-producing amidst the boundless prairies of Assiniboia, the comforts and enjoyments which are by no means the rule among the small farmers of Great Britain. I have brought specimens of Mr. Gowler's barley, wheat, prairie hay, and caraway seed, which I took at random from the stacks in the yards, or from the garden, where the last-named fragrant herb was growing largely. I regret to say that a few days before my visit the grasshoppers had arrived from the south-west, and consumed in a single day every green leaf in the garden which remained exposed to their attacks.

The Indian Missionary Village.—The Rev. Mr. Cowley's Garden.

229. On the 3rd of October I visited the Indian Missionary Village, about seven miles below the Stone or Lower Fort, and fourteen from the mouth of the river. Here I had an opportunity of acquiring trustworthy information from the Rev. Mr. Cowley, the very hospitable and excellent missionary at this station. In the garden around the house some flowering shrubs and annuals were still in bloom. The air was fragrant with the perfume of mignionette, and the bright orange yellow extroltzia shone pre-eminent among asters and sweet peas, which had escaped the autumn frosts.

The Mission Farm.—Wheat.—Period of the growth of Wheat, Barley, &c.—Magnificent Potato Crops.—Culinary Vegetables in the Garden.—The Farmyards.—Wild Fruits.

230. The farm attached to the mission was cultivated with more than ordinary care, as it is not only intended to serve for a model for the Christian Indians settled in the vicinity, but also to provide them with seed and supplies in the event of their own stock failing, a contingency by no means improbable, since habits of forethought or economy are rarely acquired by these people until the second generation. In part of the garden allotted to vegetables a small area was devoted to wheat for the purpose of raising seed from an early variety, which Mr. Cowley had procured from Scotland the year before. The " Scotch wheat " was sown on the 16th and 18th of May. It was ready for the sickle and reaped on the 24th of August, having been ninety-seven days in arriving at maturity. The common wheat of the country was sown May 5th, and harvested August 18th, having required 105 days to grow and ripen. Barley was sown May 28th, and reaped August 18th. Indian corn is planted about the 23rd May, and ripens every year. Potatoes are planted from the 22nd to the 26th of May. The potato crop is here truly magnificent. I was favoured with an inspection of the produce of a small field, afterwards visited, and certainly no finer or more plentiful returns could be desired. All perfectly clean and sound, and of very unusual size and weight. With the permission of Mr. Cowley I took four potatoes which lay close at hand, on the top of a large heap, containing very many equalling in size those I had taken without special selection; when carefully weighed they were found to average ten ounces each (10·1 ounces), a practical experiment proved them to be an excellent table variety. I may here mention that in the garden I noticed asparagus growing luxuriantly, beet, cabbages, brocoli, shallots, and indeed most culinary vegetables. In the farmyard were ducks, fowls, turkeys, pigs, sheep, with some excellent milking cows, and through the politeness of Mrs. Cowley, I was enabled to form a very favourable opinion of several varieties of preserve from the wild strawberry, cranberries, and plums, which grew in profusion not far from the village. Among many kinds of wild fruits common here, and much sought after by the Indians, are red and black currants, high and low bush cranberries, two kinds of raspberries, gooseberry, two kinds, mossberries, blueberries, summer berries, choke cherry, stone cherry, &c.; these are the common names by which they are known in the settlements. In the appendix will be found a list, with their scientific names attached.

Crops at Prairie Portage.—Area to which these observations extend.

231. An enumeration of the cultivated crops at Prairie Portage, on the Assiniboine, sixty miles due west of Fort Garry, will complete a brief view of the agricultural productions raised without difficulty within the limits of settlement in the district of Assiniboia, and a glance at the map will show that while the Indian village is its most northerly settled limit, Prairie Portage is the most westerly, and Mr. Gowler's farm lies between these two extreme points. From the observations I was enabled to make, I believe that whatever is stated with respect to these points will apply to the whole of the area occupied by settlements between them, and may be justly said, with slight exceptions, to be noticed in the absence of any known reason to the contrary, to extend over many hundred thousand acres on the north bank of Assiniboine, and on the east and west bank of Red River, from the Indian Village to the

forty-ninth parallel. Respecting the south bank of the Assiniboine, I cannot speak from personal observation, but I was informed by very credible and competent persons, that it differed in no material physical features from the country I saw on the north bank.

Indian Corn grown by Mr. John Spence, of Prairie Portage.—Mandan Corn.—Ripens well.

232. At Prairie Portage, I visited Mr. John Spence, with a view to learn from him the accuracy of some reports I had heard of the existence of a kind of coal on the banks of the Assiniboine, to be noticed under its proper heading. In order to reach Mr. Spence's house, I had to pass through a field of Indian corn, and from the proprietor I obtained the following statement: the kind of Indian corn which is most common in the settlement, is called the horse-teeth corn, and it does not always ripen. The variety sown by Mr. Spence (specimeu No. 10) he termed the mandril corn, the seed was procured from the Indians, near the head waters of the Missouri; probably the "mandan corn" would be the correct name. He had cultivated it for two years, it ripened well both years. One of his neighbours, a Cree Indian, had cultivated it for four years, and had not met with any failure. Mr. Spence sowed his corn on the 1st June, and gathered it September 10, or after a period of 102 days. In dry seasons it ripens earlier, and is planted about the 20th of May. The wet spring of the present year retarded all agricultural operations. I visited a small house adjoining the one in which Mr. Spence resided, and found it filled with a portion of his corn crop.

233. Since all facts bearing upon the cultivation of Indian corn in this region are valuable, as tending to afford trustworthy evidence respecting the adaptation of the summer climate to agricultural purposes, I venture to submit a few additional particulars, bearing upon the culture of this important plant, and other kinds of farm produce.

Mr. Lane's (of the Hudson's Bay Company) Opinion respecting Indian Corn.

234. Mr. Lane, the gentleman in charge of the Honourable the Hudson's Bay Company's Post on the Assiniboine, twenty-two miles west of Fort Garry, in speaking of the horse-teeth corn, stated that it did not always ripen on that part of the river. Spring frosts rarely affect it, but autumn frosts sometimes cut it off. Mr. Lane thought that careless cultivation was the reason why it did not progress fast enough to escape the early autumnal frosts. Indian corn sown on dry land arrived at maturity much sooner than that which was sown on rich and moist prairie mould.

Mr. Flett's Statements.—Cultivation of Potatoes.—Wheat on the White Horse Plain.

235. On the night of the 15th September, I stayed at the house of Mr. Geo. Flett, fifteen miles west of Fort Garry: Mr. Flett's turnips have been altogether consumed by the grasshoppers; his wheat is safe and good; he says that Indian corn succeeds well, and almost always ripens; it is his opinion that it may always be relied upon when care is taken; it does not progress quick enough on the open prairie to escape every season the early autumnal frosts; on the points of the river where the soil is lighter and dryer than in the open prairie, and where some shelter may be obtained from the neighbouring timber, he has never known it to fail. Mr. Flett finds the cut worm the great enemy to his turnips; his potatoes for the summer crop are planted 1st June, and ready for eating from the 10th to the 15th August; the winter supply he does not lift until October. Over the whole of the White Horse Plain District, thirty bushels to the acre is an average crop of wheat, but on New Island, forty bushels is not only common, but generally expected.

Mr. P. Gladieux's Farm.—An immense Liard, four feet ten inches in diameter.—Cultivation of Peas.

236. Mr. Pierre Gladieux, a French "native," residing on the right bank of the Red River, five miles south of Port Garry, at whose house I was kindly entertained on the night of 29th September, under circumstances which will be related in the proper place, showed me his farmyard, barns, &c.; four pea stacks, several wheat stacks, and five or six hay stacks, all of fair dimensions, were neatly arranged in the stack yard, while the cattle yard was tenanted by a number of cows, pigs, horses and poultry. Before Mr. Gladieux's house, the trunk of an immense liard (populus*) lay ready for splitting into firewood; the size appeared to be so unusual that I measured it carefully, and found it to be four feet ten inches in diameter six feet from the base, and four feet eight inches in diameter ten feet from the base; at the base it measured 16.5 feet in circumference, and showed 150 well-defined rings. Mr. Gladieux's peas were sown on the 7th May, and reaped on the 25th September.

* Sic.

237. Among facts which at the first blush may seem too trifling to record, I have noted the following, which appear to possess some value in their bearings upon the summer or agricultural climate of this region.

Tomatoes.

238. At the hospitable home of the Rev. Archdeacon Hunter I saw tomatoes ripening in the house; they had been gathered before maturity, in anticipation of frost, and were laid upon a shelf in the same way as we are accustomed to dispose of them in Canada under similar circumstances. Tomatoes, well known to be very susceptible of frost, can be grown in the open air at Red River, under the lee of fences or the side of a house, but unless the maturity of the fruit is accelerated by careful cultivation, the autumnal frosts generally arrive before it ripens thoroughly in the open air.

Mignionette.

239. So late as the 7th October, the day before my departure from Red River, I gathered mignionette and several other annuals in Mrs. Bird's garden, near the middle settlement, and saw similar garden flowers still in bloom and untouched by frost, in Mr. Logan's garden, and also in Mr. McDermott's garden.

Gardens at the Upper and Lower Forts.—Melons.—Enormous Crop of Melons.—Thirty Melons from One Seed.—Importance of the Cultivation of the Melon in relation to Climate.

240. In the large and well ordered gardens attached to the Upper and Lower Forts, every variety of vegetable, commonly grown in Canada, was flourishing in the greatest luxuriance.—Cauliflowers,

Windsor beans, celery, beets, several varieties of cabbages, in fact every desirable vegetable was seen in profusion, and of excellent growth. Lastly, and certainly not the least important in its relation to summer climate, melons of many varieties I had the good fortune to see and eat in several parts of the settlement. In every case I inquired into they were grown in the open air, without any assistance beyond throwing up the soil into the form of a little hill. The seed was planted in the earth in May, and the fruit gathered towards the end of August. From a small patch in the garden belonging to the very hospitable and generous Recorder and Governor of Assiniboia, James Johnston, Esq., no less than 103 melons were produced. At the time when I had the opportunity of seeing this feat of horticulture, fifty-six melons (a green flesh variety) had been gathered, and fifty-seven still remained, all of which had nearly reached maturity. I did not measure the bed, but to the best of my recollection it did not exceed twenty-five feet in length by ten or twelve in breadth. Having been accustomed to cultivate melons myself, near Toronto, the surprise I felt at the remarkable yield of a delicate fruit, which does not always ripen in the open air at Toronto, could scarcely be attributed to a want of familiarity with the requirement of soil and climate necessary to produce this result. In other parts of the settlement I saw melons in great profusion, but, perhaps, in no instance in such rich abundance and of such excellent flavour as in Mr. Johnson's garden. I find in my notes, however, the following memorandum:—" September 10th, saw in Mr. Logan's house several melons which " were grown in the open air without any protection. Mr. Mackenzie informed me that this year " he raised from one seed thirty melons. On the 10th of August, one melon weighed, by actual " measurement six pounds." I look upon the cultivation of the melon in the open air, without any kind of assistance beyond weeding, as second to the production of Indian corn, in its relation to the climatic adaptation of a country for agricultural purposes; and in view of this connection, I have ventured to introduce the foregoing facts relating to its cultivation and growth in Assiniboia.

241. Not considering it necessary to advance any further particular illustrations of farming and its results in Assiniboia, I propose, in the succeeding chapter, to enumerate the general conclusions at which I arrive respecting the adaptation of the climate and soil of that country to the cultivation of different kinds of farm and garden produce.

CHAPTER II.

Cultivated crops and forest productions.—Indian corn, 242—Specimens of Horseteeth and Mandan Corn, 243—Wheat forty bushels to the acre common on new land, 244—Reason why a Half-breed would not cultivate wheat, 245—Diseases of wheat uncommon; The Hessian or wheat fly; Grasshoppers destructive, 1817–1820—Specimens of wheat, 246—Barley and oats-247—Hay, 248—Hops, 249—Peas, 250—Tobacco, 251—Potatoes, 252—Turnips, Beets, &c., 253—Sugar, 254—Flax and hemp, 255—Lumber; Timber found only in narrow strips on the river; Ridges afford aspen; The Winipeg; Fuel necessary: Settlers anxious to find coal, 256—Live stock, sheep diminishing; loss of animals during the winter, 257.

Agricultural Implements, &c., 258—Red River carts, 258—The prairies offer facilities for rearing stock; No market for beef, mutton, tallow, hides, &c.; Reasons for the neglect of stock raising; Habits of the half-breeds; The introduction of Europeans required—Opinion of many at Red River; Red River will become a great grazing country when the fur trade relinquishes its influence, 259.

CULTIVATED CROPS AND FOREST PRODUCTIONS.

I. INDIAN CORN.

Indian Corn may be always expected to ripen in Assiniboia.

242. Varieties of Indian corn exist, which may always be expected to ripen in Assiniboia. In order to secure this result, the rich and moist prairie soil requires draining, which may be accomplished without difficulty or expense, by running deep furrows with a common plough, at certain distances apart, through the flat vegetable mould in the field devoted to Indian corn. This grain is a sure crop on the dry points of the Assinniboine and Red River, where the absence of superabundant moisture permits it to ripen within a certain period, so as to be secure against the early autumnal frosts. No doubt varieties of Indian corn are to be found in New England and in Lower Canada, which would ripen several days earlier in Assiniboia than the horse-teeth or even the mandan corn, which are cultivated there.

Specimens of Indian Corn.

243. The localities where this crop was seen growing and ripe specimens produced, were as follows:—

1. At numerous places on the Assiniboine from Fort Garry to Prairie Portage.
2. Numerous localities on Red River, from fifteen miles above Fort Garry, to seven miles below the Lower or Stone Fort.
3. Near the mouth of the Winipeg River.
4. On islands in the Lake of the woods.

The localities where it was said by reliable authority to grow and ripen well:—

1. On many parts of the Winipeg River.
2. On the shores of Manitoba Lake.
3. Near the shores of many parts of the southern river of Lake Winipeg.

Specimens.

No. 10. Indian corn (Mandan corn) from Prairie Portage, Assiniboine River; an eight-rowed variety; average number of grains in each ear, 340; Sept. 1857; planted June 1st; reaped August 20th.

No. 11. Indian corn from the middle settlement, Red River. (Horse-teeth corn.) Sept. 1857.

No. 12. Indian corn from near Fort Garry, Red River. (Horse-teeth corn.) Sept. 1857.

No. 13. Indian corn from Indian Missionary Village, Red River. Sept. 1857.

In examining these specimens it should be borne in mind, that the spring was very backward and wet in Assiniboia, and I was repeatedly informed by all who saw my specimens that they were not favourable illustrations of the production of the Red River country.

II. WHEAT.

Forty Bushels to the Acre common on new land.

244. This is the staple crop of Red River; its cultivation is so general, and the good quality of the grain so well and widely known, that very little need be said on that head. In favourable years, that is in years which have not been distinguished by so wet and backward a spring for farming operations as that of the present year, wheat ripens and is ready for the sickle in three months from the day of sowing. I think it is very probable that new varieties from Canada, or the New England States, would ripen in less than three months, and this is the opinion of several of the best farmers in Red River. The mean summer temperature there is 67° 76′, or 3° 78′ above that of Toronto, while the corresponding period shows a mean of 63° 98′. No fact, however, is more satisfactorily determined than the admirable adaptation of the climate and soil of Assiniboia to the culture of wheat. Forty bushels to the acre is a common return on new land, and I have already stated that Mr. Gowler has obtained fifty-six bushels to the acre, without the introduction of any artifice beyond deep land furrows to keep the rich vegetable mould of the prairie dry.

Reason why a Half-breed would not cultivate Wheat.

245. The great drawback to the cultivation of wheat is the want of a market. On enquiry of a native, where was his wheat field, he said that he had grown enough the year before to last for two years, and the chances of his being able to dispose of any surplus were so small that he determined not to trouble himself this year with growing wheat. As it happened he would have been well repaid for any surplus, the expected arrival of the troops, and other circumstances, created a temporary market for wheat, which, however, could not have been foreseen by the easy going half-breed.

Diseases in Wheat uncommon.—The Hessian or Wheat Fly.—Grasshoppers destructive in 1817 to 1820.

246. None of those diseases, with the exception of smut or insect, enemies to which the wheat crops in Canada and the United States are subject, occur, it is said, at Red River. Of this fact I cannot speak from personal experience; all I can say is that I heard no complaints of rust, nor did I see a single instance of its presence; yet it would be very unwise to infer from so short an experience that rust is not an enemy to the wheat crops there; the character of rust leads to the supposition that it will be found wherever wheat is grown, if the climate be favourable to its production. The absence of rust is probably more a question of summer climate than of peculiarities in the soil which prevent its attacks. Although I made numerous inquiries respecting destructive insects, yet I could hear of none similar to the Hessian fly or wheat fly, as having been observed there. The grasshoppers from 1817 to 1820 were the most destructive enemies known, and it is unfortunately probable that next year their ravages will have again to be lamented.

The specimens to which the following list refers will show the character of Red River wheat in its unmanufactured and manufactured states:—

Specimens.

Specimens of Wheat both manufactured and unmanufactured.

No. 13. Wheat in the ear, from Mrs. Bird, Middle Settlement, Red River. September, 1857.
No. 14. Wheat from Mr. Gowler's farm, Assiniboine river. September, 1857.
No. 15. One quart wheat from Red River. (M'Dermott's mills.) September, 1857.
No. 21. One quart Red River wheat, from the crop of 1857. (M'Dermott's mills.)
No. 22. One pint Red River wheat, from the crop of 1856. (M'Dermott's mills.)

Manufactured Wheat.

From Mr. Flett's mill. (Windmill.)

No. 26. First flour, from wheat not dressed by any machinery, merely run before the wind. Ground at Red River, October 3rd, 1857.
No. 27. Second flour, from wheat not dressed by any machinery: Red River, October 3rd, 1857.
No. 28. Third flour, from wheat not dressed by any machinery: Red River, October 3rd, 1857.
No. 29. First flour, (M'Dermott's mills.)
No. 30. Second flour, (ditto.)
No. 31. First flour, (Assiniboine river.)

III. BARLEY AND OATS.

247. Barley and oats require no special notice.
Specimen No. 16. One quart barley from Red River.
„ 17. Barley from Gowler's farm.
„ 23. Crop of 1857.
„ 24. Crop of 1856.

IV. HAY.

248. Quantity unlimited, and quality excellent. The prairies for hundreds of miles, through which Red River, Assiniboine River, Rat, and Roseau rivers flow, offer everwhere a bountiful supply of grass and hay. Hay ground privileges have been established in both of the larger rivers, and the right of making hay within particular limits is recognized by the inhabitants.
Specimen No. 18, shows hay drawn from Mr. Gowler's stacks in the Assiniboine.

V. HOPS.

249. These grow everywhere wild, and with the greatest luxuriance in Assiniboia.
Specimen No. 19, shows hops from the banks of Assiniboine.
„ 20, „ hops from Red River crop of 1856.
„ 25, „ hops from Red River crop of 1857.

VI. PEAS.

250. Grow well, and yield abundantly.
Specimen No. 32 was taken from one bushel which was supplied for household use. October 2nd, 1857.

VII. TOBACCO.

251. Is cultivated to a small extent, but from trial of the qualities, I infer that it is susceptible of great improvement in the manufacturing process to which it is subjected. The season is, perhaps, too short for it to acquire maturity, and produce a good article.

VIII. POTATOES.

252. Assiniboia is particularly distinguished for the abundance, size, and quality of its potatoes.

IX. TURNIPS, BEETS, ETC.

253. All kinds of root crops grow well, and attain large dimensions. All common garden vegetables, which are cultivated in Canada, are equalled, if not surpassed, by the productions of the rich prairie soil of Assiniboia.

X. SUGAR.

254. Considerable quantities of sugar are made from the ash-leaved maple on the Assiniboine. As no care is taken of the trees furnishing this useful article, it is probable that the supply from this source will soon cease. In cutting wood for fuel, the "natives" do not seem to have any special regard for the valuable trees.

XI. FLAX AND HEMP.

Formerly much cultivated.—Reason for neglect of Flax and Hemp.

255. Some years since, at the instance, it is stated, of Sir Geo. Simpson, flax and hemp were cultivated to a considerable extent by the settlers at Red River. The product was of excellent quality, and gave every promise of furnishing very valuable commodities for home manufacture, and for exportation. The cultivation of these important crops was stimulated for a few years by premiums given by the Hon. Hudson's Bay Company, but when the premiums were withdrawn the cultivation soon ceased. Many settlers with whom I conversed had grown both of these vegetables, but that universal complaint, the want of a market, or of machinery to work up the raw product, led them to discontinue this very important and profitable branch of husbandry.

XII. LUMBER.

Timber found only in narrow strips on the rivers.—Bridges afford aspen.—The Winipeg might furnish lumber.—Fuel necessary.—Settlers anxious to find coal.—A supply of fuel necessary for the progress of the settlements.

256. Timber fit for lumbering purposes is only found in narrow strips on the Red and Assiniboine rivers, and in still less quantities on the Roseau and Rat rivers; the timber consists of elm, oak, maple, and poplar of very large growth, as is recorded elsewhere. Poplar, exceeding four feet in diameter, elm, exceeding three feet, and oak of very large dimensions, are the prevailing forest trees: but if the settlements progress, and why should they not? these supplies will soon be consumed. The ridges afford small aspen and pine; it is stated, too, that back of the great ridge, on the east side of the Red River, good pine is to be found towards the Lake of the Woods; the Winipeg would doubtless furnish some good pine, but the difficulty would lie in bringing it up Red River in its unmanufactured state. Sawmills are unknown in the settlement, but the rapids of the Winipeg could afford any required power there. The question of a supply of timber for building purposes is not so important as the requirements of the same material for fuel; hence it is that those who interest themselves in the future of Red River are anxiously turning their inquiries in the direction of the upper Assiniboine and the little Souris, to those beds of lignite or tertiary coal which are so often spoken of by the buffalo hunters, who have occasion to cross these rivers in their progress to the high prairies. Fuel of some description, whether obtained from the Assiniboine, the little Souris, or the Saskatchewan, is absolutely essential to the progress of settlement in Assiniboia; the wooded ranges on the shores of Lake Winipeg and on the ridges might afford a supply for some years; but, without a more hopeful prospect of obtaining fuel on the banks of some of the rivers enumerated, the future of Red River settlements can never acquire that prominence and importance which may otherwise belong to them.

Live Stock.

Live stock.—Sheep diminishing.—Loss of animals during the winter.

257. The live stock of the settlement are represented by 2,799 horses, 2,726 oxen, 3,883 cattle, 2,644 calves, 4,674 pigs, and 2,429 sheep. Since the census of 1849 an increase has taken place in all the foregoing items, with the exception of sheep: this useful animal appears to be fast diminish-

ing at Red River, and little wonder, when only one carding mill, and that not in operation, as I was informed, exists in the settlement. In 1856, there were 667 fewer sheep in Assiniboia than in 1849, and 1,130 less than in 1843. This decrease is very much to be lamented; it is said to arise from the want of a market for the wool, or means to manufacture it in the settlement. During the winter of 1855-6, the number of animals lost will be seen by an inspection of Table No. 2, at the close of this chapter. The entire number amounted to 184.

Agricultural Implements.

Agricultural Implements.—Red River Carts.—Admirable fitness of these Carts.

258. The agricultural implements are English and American ploughs, of which 585 are now to be found in the settlement. These are valued at 4*l.* 10*s.* sterling each; 730 harrows, eight thrashing machines, two reaping machines, and six winnowing machines. Produce is hauled in the celebrated Red River carts, which are admirably constructed throughout of wood; no iron is employed, but sometimes buffalo-hide is made to serve as a tire; these carts will last for several years; and one which conveyed some heavy boxes of mineralogical specimens from Red River to Crow Wing, last autumn, had previously been twice to near the foot of the Rocky Mountains, and was still in good conditoin.

The prairies offer great advantages for rearing stock.—No market for beef, mutton, tallow, hides, &c.—Cattle might supply the place of buffalo.—Reasons for the neglect of stock raising.—Buffalo meat, pemican, robes, &c., always a cash article; beef, &c., drugs.—Habits of the half-breeds.—The introduction of the European and Canadian element would soon change the state of things.—Opinion of many at Red River.—Red River will become a great grazing country when the fur trade relinquishes its influence.

259. The vast prairies of Red River and the Assiniboine, clothed with a rich profusion of most nutritious grasses, offer unrivalled advantages for rearing stock. The introduction of mowing machines would enable the settlers to lay in any required quantity of hay for winter consumption. Few of the better class of farmers keep more than thirty or forty head of cattle, in consequence of the want of a market for beef, tallow, hides, &c. The answer I received on all hands to the question, "Why do you not raise more cattle?" was always the same in substance: "Find us a market for beef, tallow, and hides, and we will soon furnish any quantity of cattle you may require." There does not appear to be any good reason why sheep and cattle should not supply the place of the buffalo; the experience of many years shows that no physical impediment arising from climate or soil exist to prevent the prairies of Red River from becoming one of the greatest grazing countries in the world. Two reasons for the neglect of this important branch of industry are soon apparent, even to a stranger, at Red River. Buffalo meat, and pemican made from buffalo meat, together with the robes and fine feet, are always a cash article at the Hon. Company's stores; whereas beef, mutton, hides, tallow, and wool, are a mere drug in the market; again, the habits of the half-breeds, who have long been trained to the hunt, are opposed to the quiet monotony of a pastoral life. Introduce the European or Canadian element into the settlement with the simple machinery they have been accustomed to employ in the manufacture of homespun, and in a very few years the beautiful prairies of Red River and the Assiniboine would be white with flocks and herds, and the cattle trade, already springing into importance between the settlements and St. Paul's, either largely increase, or without much difficulty be diverted into an easterly channel; such are the ideas of many with whom I discussed the subject when in the settlements, and my own observations lead me to the opinion that no real difficulty exists in the least degree likely to hinder Red River from becoming a grazing country of the first class, when other interests shall be permitted to exist in the presence of that all-absorbing, all-controlling service, the fur trade.

CHAPTER III.

Religion and Education.—Religious demonstrations in Red River; Families and churches, 260—Statistics and enumeration of schools, 261—Statistics and enumeration of churches, congregations, ministers, stipends and means of support, 262.

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RELIGION AND EDUCATION.

Religious denominations in Red River.

260. There are three religious denominations in Assiniboia, Church of England, Presbyterian, and Roman Catholic. In the census of 1843 and 1849 two divisions only were recognized, Protestant and Roman Catholic, and the numbers of members were stated to be 2,798 Roman Catholics and 2,345 Protestants. In 1849 the Episcopalian families were stated to number 539, and the Roman Catholic families 513. In 1856, a division in the enumeration of the Protestant element was made, probably on account of the advent of a Presbyterian minister, who responded to the call of a numerous body

belonging to that denomination, yet in the absence of a minister formerly enumerated with the Episcopalians. Last year the census, according to religion, stood thus:—

Families and Churches.

Roman Catholics,	534	families, with 3	churches.
Episcopalian,	488	„ „ 4	„
Presbyterian,	60	„ „ 2	„

The settlement at Prairie Portage and the Indian Missionary Village are not included in this enumeration. In addition to the churches enumerated, services are performed in two or three school houses, which, on that account, are classed with churches in the census tables, but which ought evidently to be preserved separate.

261. There are seventeen schools in the settlement, generally under the supervision of the ministers of the denomination to which they belong. The following enumeration is nearly accurate:—

Statistics and enumeration of Schools.

1. St. John's College, including a boarding school for boys and girls, under the immediate supervision of the Bishop of Rupert's Land.
2. Archdeacon Hunter's parochial school, conducted by Mr. Mayhew, recently from the normal school, Dublin.
3. Mr. Gunn's commercial boarding school, more particularly in connection with Presbyterians.
4. The Rev. Mr. Taylor's parochial school, on the Assiniboine.
5. The Rev. Mr. Chapman's school, near the middle settlement.
6. The Presbyterian school, under the superintendence of the Rev. Mr. Black.
7. Three minor schools, under the supervision of the Episcopal ministers in different parishes.
8. The Roman Catholic seminaries, two in number, one of them occupying a very spacious and imposing building near the church of St. Boniface, and providing ample accommodation for female boarders. At the Indian Missionary Village, an excellent school is under the control of the Rev. Mr. Cowley. All of the foregoing establishments are independent of the Sunday schools in connection with the different churches.

Statistics and enumeration of Churches, Congregations, Ministers, Stipends, and means of support.

262. The following is a table of the Missionaries, Stations, Congregations, Income and sources of Income belonging to the Church of England, in Assiniboia.

	Missionaries.	Stations.	Congregations.	Income.	Sources of Income.	Remarks.
		Red River.		Sterl. £		
1	The Right Rev. the Lord Bishop of Rupert's Land.	St. John's - -	500	700	300*l.* Hon. Hudson's Bay Company. 400*l.* funded property.	
2	Rev. T. Cochrane -	- - -	- -	100	Society for Propagation of the Gospel.	
3	Rev. J. Chapman -	St. Paul's -	300	200	150*l.* Hon. Hudson's Bay Company. 50*l.* the Bishop.	The Hon. Company's chaplain.
4	Rev. Arch. Hunter -	St. Andrew's -	1,200	250	Church Missionary Society.	
5	Rev. W. W. Kirkby -	- - -	- -	200	- - - - -	Curate.
6	Rev. A. Cowley - -	Indian Settlement -	600	200	- - - - -	Indian Missionary.
		Assiniboine River.				
7	Rev. W. H. Taylor -	St. James -	250	200	100*l.* Society for Propagation of the Gospel. 100*l.* Bishop.	
8	Rev. Ar. Cochrane -	Portage la Prairie -	200	200	Church Missionary Society.	
		PRESBYTERIAN CHURCH.				
	Rev. Mr. Black - -	*Red River.* Middle Settlement	400	150	50*l.* Hon. Hudson's Bay Company. Remainder by the congregations.	
		ROMAN CATHOLIC MISSIONS.				
	The Right Rev. the Lord Bishop of the North-west, and 5 to 7 Clergy.	*Red River.* St. Boniface - St. Norbert. De la Riviere Salle.	1,500 Included in the above.	- -	100*l.* from the Hon. Hudson's Bay Company.	A spacious Nunnery and Schools attached.
		Assiniboine River. St. François Xavier.	1,000	- -	- - - - -	A Nunnery attached.

St. John's Church.—St. Andrew's Church.—The Parsonage House.—St. Andrew's Parochial School.

263. St. John's church is in a very unstable condition, the walls being supported with wooden props. A large quantity of stone is now lying near it for the construction of a cathedral, which is estimated to cost 5,000*l.* sterling. St. Andrew's church, called also the Rapid's church, is a new and very substantial structure of stone, well buttressed, and very conveniently and neatly furnished; all its interior arrangements are attractive and substantial. It is surrounded by a thick stone wall enclosing a capacious churchyard. The parsonage house, also recently completed, is in every respect fitted for the severities of the winter climate of the country. The size is fifty feet by thirty, and two stories high; the walls, of limestone, are two feet eight inches thick, the rooms lofty and capacious, and in its internal arrangements it leaves nothing to be desired. The Rev. Mr. Kirkby's house is also roomy, and no doubt very comfortable, but its architectural points are far from being attractive. The school house of Word is admirably arranged, and in it I saw sixty children pursuing their studies under the instruction of Mr. Mayhew, lately from Dublin, with a decorum and attention very rarely to be found in the primary schools of this or the European continent.

Indian Church.—Indian School.

264. The church at the Indian settlement is also a new and spacious building of stone, with a wall of the same material enclosing the church yard, in which is a wooden school house. Here also I saw about fifty Ojibway Indian young men, young women, and children receiving instructions from the Rev. Mr. Cowley, Mrs. Cowley, and a native schoolmaster. The young Indian women read the Testament in soft low voices, but with ease and intelligence. During service (Sunday, October 4th,) the church was about three-fourths full. The congregation appeared to be exclusively Indian; in their behaviour they were most decorous and attentive. The singing was very sweet, and all the forms of the service appeared to be understood, and practised quietly and in order by the dusky worshippers. A seraphino, played by Mrs. Cowley, accompanied the singers; the responses were well and exactly made, and the utmost attention was given to the sermon. The prayers were read in English, the lessons in Ojibway, and the sermon in Cree. After service an Indian child, neatly dressed in white, was baptised. A few of the women and girls wore bonnets, but the greater number drew their shawls over their heads.

Rev. Mr. Cowley.—Novel Indian Night Bell.

265. The minister and congregation suffer under the mutual disadvantage of being in great part separated by the river. The settlement is chiefly on the left, the church, school, and parsonage on the right bank of the river. A good scow, which will probably soon be procured, would enable the congregation to cross with ease. The Rev. Mr. Cowley enjoys no sinecure,—he is not only missionary, but the doctor, magistrate, and arbitrator of the settlement. During my short visit of a day and a half, he was sent for three times to visit sick children, and he says that when the Indians require his services during the night, they come into the parsonage, the door of which is never locked, and tap gently at the stove-pipe, which passes from the sitting room into his bedroom above, to arouse him. They agreed among themselves that they would adopt this novel kind of night bell, and he has never known them to endeavour to call him after retiring to rest in any other way. They open the outer door and steal without the slightest noise, in the darkest night, to the well-known stove-pipe, give two or three low Indian taps, and quietly await the result.

Contrast between the Christianized Indians and the Heathens.—Dog feasts within a mile and a half of Christian Congregations.

266. A wonderful contrast do the subdued Indian worshippers in this missionary village furnish on Sunday, to the fiendish revellers on the open prairie, who perform their disgusting heathen ceremonies within a mile and a half of some of the Christian altars of Red River. On two Sundays during my stay, at the time when Divine service was being celebrated in all the churches of the settlement, the heathen Indians held their dog feasts and medicine dances on the open plain. In one instance five dogs were slaughtered, cooked, and devoured: in another instance three,—the evil spirit was invoked, the conjuror's arts used to inspire his savage spectators with awe, and all the revolting ceremonies belonging to the most degraded heathen superstition practised within a mile and a half of the spot where the stones are now gathered for the Bishop of Rupert Land Cathedral, and about the same distance from two capacious churches, Protestant and Roman Catholic, where Divine service was at the same time being solemnized to orderly resident congregations.

Peguis.

267. I was introduced to Peguis, the great Salteaux chief, who at one time commanded three hundred warriors. He is now a quiet old man, a good Christian, and happy as he states in this belief.

Baptisms at the Mission.

268. Up to the day of my visit, October 4th, there had been fifty-one baptisms, exclusively Indian, in Mr. Cowley's mission, during 1857; and in the same period twenty-six deaths, six of whom were adults. The population of the mission in 1855 was 473 baptized Indians, and 203 heathens; four adult baptisms were celebrated in 1855.

Prairie Portage.—Mixed Congregations at Prairie Portage.—How clothed.

269. We now proceed to the Rev. Archdeacon Cochrane's church at Prairie Portage. It is constructed of wood, and contains twenty or thirty very substantial family seats, but capable of holding two or three times that number, each of which is manufactured by the owner, according to a pattern supplied by the Archdeacon. The congregation (Sunday 13th) was composed of Plain and Swampy Cree Indians and half-breeds. One Plain Cree woman's home was 300 miles to the west;

she was a fine specimen of the race, and neatly habited in the dress or the half breeds. Near the door of the church, inside the building, a number of heathen Indians from the prairies stationed themselves to indulge their curiosity; they remained quiet and grave, squatted on the floor, and conducted themselves with the utmost propriety during the service; they were Plain Crees, followers of the Buffalo hunters, with whom they had lately arrived from the high prairies; some were clothed in dressed skins, others robed in blankets, with neck and head decorations, and one young heathen girl, wild, and almost beautiful, triumphed in the splendour of a robe of scarlet military cloth. Who can say what benign influence the sight of Christian worshippers may have upon many of these savage children of the prairies, who saunter in during the services of the church, and with characteristic decorum always maintain a respectful demeanour, and grave and earnest look ?

Congregations at Red River.—Indications of wealth among the Congregation.

270. The churches in the settlement which I attended were St. John's and St. Paul's. The congregations consisted of resident and retired officers of the company, some merchants, farmers, and the natives or half breeds of the respective parishes. The services were conducted in strict accordance with the customary forms, and the demeanour of the congregation was most attentive and decorous. I remarked that a fair proportion of the congregation came to and went from church in neat carriages, or on horseback, and the external appearance of the assemblage, taken on a whole, in relation to dress, was superior to what we are accustomed to see in Canada, or in the country parishes of Great Britain. The young men wore handsome blue cloth frock coats, with brass buttons, and round their waist a long scarlet woollen sash.

The Presbyterian Church and Manse.

271. The Upper Presbyterian Church is a neat building of stone, situated in the middle of the settlement. The cost of its erection exceeded 1,000*l.* sterling, and it has sittings for 500. The manse is delightfully placed on the river bank, which here slopes uniformly to the water's edge from the great prairie level, some thirty feet above the river at the time of my visit. The Rev. Mr. Black has also a service in the lower settlement, in a church which I had not the opportunity of visiting.

The Roman Catholic Church of St. Boniface.—Sweet toned bells of St. Boniface.

272. By far the most imposing ecclesiastcial building in the settlement is the Roman Catholic Church of St. Boniface, near Fort Garry. The external appearance is neither pleasing nor tasteful, although at a distance the two tinned spires glittering in the sunlight give an imposing appearance to the building. They can be seen from a great distance, and with the spire of St. James' Church on the Assiniboine, are well known land marks. The internal decorations of St. Boniface, for so remote a region, are very striking, and must necessarily exercise a potent influence upon the large and singular congregation who worship every Sunday within its walls. Two or three very sweet toned bells ring at matins and vespers, and to a stranger just arrived from a long journey through unpeopled wastes, no sight or sound in Red River creates such surprise and melancholy pleasure as the sweet tones of the bells of St. Boniface, breaking the stillness of the morning or evening air.

Convent and Garden.

273. Near the church is a very spacious convent, having in front an extensive and well-cultivated garden, stocked with all kinds of culinary vegetables.

Roman Catholic and Protestant Parishes.

274. There is a distinct and well preserved difference in faith between the population of the different parishes into which the settlements are divided. Some are almost exclusively Protestant, others equally Roman Catholic. In the Parish of St. Norbert de la Rivière Sal, there is not one Protestant family, but 101 Roman Catholic families. In the Parish St. Boniface, there are 178 Roman Catholic families against five Protestant; so also in the parish of St. François Xavier, on the Assiniboine, there are 175 Roman Catholics to three Protestant families. On the other hand, in the Parish of St. Peter's, there are 116 Protestant against two Roman Catholic families, and in the Parishes of Upper and Lower St. Andrew's, there are 206 Protestant against eight Roman Catholic families.

Admiration felt at the extent of the Home Charities.—Nineteen Clergymen, Church of England, sustained in the Honourable Hudson's Bay Company's Territory by Home Societies.—Little done by the Inhabitants for the support of the Clergy and the maintenance of Schools, or to the Christianizing of the Indians.—Difficulty of the question.—English Church services all conducted in the English tongue.—Means of Communication with the Indians exist only to a very small extent.—The reception of Stipends from Hudson's Bay Company necessarily cramps the action of the Missionaries.—Missionaries should be independent.

275. A very short stay in Red River is sufficient to create both admiration and surprise at what may not be inaptly termed the condition of religion in Assiniboia. Admiration is aroused by the extent and design of the charities of the different societies in England, who sustain such a large ecclesiastical corps in connexion with the Church of England as resident missionaries in the settlement, and who have contributed very munificently to the erection of the excellent churches which are now constructed; and in addition to these demands upon their liability, give large sums towards the maintenance of missions in different parts of Rupert's Land, so that at the present time there are scattered over this immense country nineteen clergymen of the Church of England, costing between 6,000*l.* and 7,000*l.* sterling annually. The Church Missionary Society have expended up to the date of their last report very nearly the sum of 50,000*l.* sterling upon missionary operations in Rupert's Land. But surprise is created that while so much is done by those in England for charity's

sake, so little is contributed by the wealthy residents of Red River (the retired factors of the Hudson's Bay Company, the merchants, traders, and better class of farmers) towards the maintenance of the clergy, the support and extension of schools, and to the Christianizing of the heathen Indians, whose medicine drum, accompanying the monstrous song of the conjuror, can almost always be heard in summer during the hours of service. Two-thirds of the salary of the Presbyterian minister is paid by his congregation, and the outward appearance of the congregations of the Episcopal churches, coming and going, as many of them do, in neat little carriages, or on horseback, from comfortable, well-furnished homes, would enforce the expectation that in proportion to their means they should at least endeavour to prepare the way for the spread of Christianity among the thousands of heathens who, in the course of a year, frequent the settlement. In the present condition of the country, with the interest of the fur trade to be upheld, this question is full of difficulty. The Indians must be accustomed to settle in one place for a few months of the year at least; schools must be founded and young children taught the truths of Christianity; missionaries must learn the Indian language; and then the spread of Christianity among the heathens may be in some degree commensurate with the charity which animates the different supporting societies in Great Britain and Ireland. In the settlements at Red River, and on the Assiniboine, all the services are conducted in the English tongue, and among the clergy of the Church of England at Red River, but one only speaks one Indian language with the fluency and ease necessary to make himself understood by the natives. Of course the Indian mission below the settlements is not included in this enumeration. The Honourable Hudson's Bay Company continue to be very liberal in their support of missionaries as far as money is concerned: their contributions will be seen in the foregoing table; but the impression was irresistibly forced upon me, and I found it strongly felt by some residents in Red River, that the progress of Christianity among the Indians would be rather aided than otherwise if missionaries were not to receive any assistance in the form of an annual stipend from the Honourable Hudson's Bay Company. Perfect freedom of action in inducing Indians to settle; in the education of Indian orphan children; and in teaching them and adults the blessings of a settled, civilized Christian home, as opposed to a savage heathen hunter's life, are essentially necessary before satisfactory progress can be made. Can the ministrations of the Church in the English tongue to orderly resident congregations of European, Canadian, or half-breed origin, be missionary labour in the sense in which that highest of all duties is understood by those who seek to spread the truths of Christianity among a most degraded and barbarous heathen race?

276. The following extracts will show that the Honourable Hudson's Bay Company have lately increased their charges to missionaries for freight to the different ports:—

EXTRACT FROM NORTHERN DEPARTMENT—MINUTES OF COUNCIL.

Whereas the great increase in the number of missions dependent on the company for supplies renders it necessary to establish a special tariff for such supplies, which, while it protects the Company from actual loss, shall be as little burden to the mission as possible; it is resolved:

277. That commencing with outfit 1855, the following prices to be chargeable on imported goods supplied to missions in the various districts of this department. The prices at the inland districts covering freight and charges from the depôt, the advance being calculated in the net English prices, after deducting all charged, viz.:—

Charges to Missionaries for freight in 1854.

At York - - - - - - - - -	75
Norway House and Cumberland District - - -	80
Lac La Rouge, Swan River, Saskatchewan, and English River -	90
Arthabaska and M'Kenzie's River - - - -	100

278. That missionaries at inland districts who require supplies hand a list thereof to the officer in charge of the district in autumn, in sufficient time for him to make arrangements for procuring them from the depôt, and providing the necessary freight inland the following season.

COPY OF THE RESOLUTION OF COUNCIL FOR THE NORTHERN DEPARTMENT OUTFIT FOR 1856.

Charges to Missionaries for freight in 1856.

That the 74th Minute of Council of 1855 be rescinded, and that commencing with October 1856, the following tariff be employed for sales to Missionaries:—

		Y. N. Ho.	Cum. Lac La Pluis. / Saskatchewan. / Swan River. / English do.	Attr'd McK. riv.
	pct.	pct.	pct.	pct.	pct.
Ironworks, sugar, shot, and gunpowder on net prime cost -	75	90	100	100	133
Country made articles in depôt cost - - - - -	25	33⅓	50	60	80
All other goods on net prime cost - - - - -	75	80	85	90	100

Exceptions:—Tobacco, liquors, and other articles at fixed prices to remain as at present.

CHAPTER IV.

Trade and Occupations.—No distinct branch of trade exists in the settlement; Grindstone imported, 276—Windmills and watermills; Articles of pottery imported, 277 — Growing trade between the settlement and St. Paul's. Caravan met on the road to St. Paul's, 277 — Caravan of nine carts : alcohol imported, whiskey imported, 278—Caravan of six carts; of sixteen carts; of thirty carts, 279—Merchants import from England, 280 — Freighters, 281 — Sir George Simpson on the employment of Indians by freighters in 1844, 282.

Tenure of Land.—Land sometimes sold, title in form of a lease; conditions of sale; Purchaser cannot sell or let land without the permission of the Company, 283—Many settlers do not possess a lease, 284—No title to show, 284—Company's register; curious titles to farms, 285—Squatters on Red River; no payment for land contemplated, 286.

Census Tables.— No. 1, population; No. 2, dwellings, live stock, &c.; No. 3, value of dwellings; No. 4, value of implements, &c.; No. 5, Census according to parishes; No. 6, do. do.; No. 7, Courts, offences, &c.

TRADE AND OCCUPATIONS.

No distinct branch of trade exists in the settlement.—Grindstones imported.

276. I inquired of Mr. Smith, under whose superintendence the census was taken, why no enumeration of trades and occupations was introduced into the census roll, and I was informed that no kind of industry or a distinct trade or occupation existed in the settlement. Almost every man was his own wheelwright, carpenter, or mason; carpenters, blacksmiths, masons, &c., could be found, but they were also engaged in other occupations, either as small farmers or hunters. Mr. Smith did not think that one man could be found in Assiniboia who pursued any particular trade or limited his industry to one special branch. The present condition of the settlements would not, it was thought, afford a living to any distinct class of artificers. A horseshoe imported from England could be purchased as cheap as the unmanufactured iron required to make one; every article, no matter of what description, was imported in its manufactured condition. Even the ponderous and unwieldy grindstone was conveyed across the portages from Hudson's Bay, although material well adapted for grindstones existed on the shores of Lake Winipeg, not one hundred miles from Red River. Grindstones had, I was informed upon authority I could not doubt, been made from the rock in question, and brought to the settlement, but they could not compete commercially with those imported by the Honourable Hudson's Bay Company, which, for a time, were sold little above cost, even after their long and expensive journey.

Windmills and Watermills.—Articles of Pottery imported.—Growing trade between the settlements and St. Paul's.—Caravans on the road to St. Paul's.

277. Sixteen windmills and nine watermills represent the mechanical force employed in preparing food. I did not see, nor did I hear of a saw mill, boards being prepared by hand; even articles of pottery, notwithstanding their fragile nature, are imported. I did not hear of any articles of that description being manufactured in the settlement. In a word it may be said that trades and occupations as representing special branches of industry do not exist in Assiniboia. Under the head of merchant shops, we find no less than fifty-six enumerated in the last census, a heading which it will be observed is not represented in the census of 1849. In fact, the class of merchants, including petty traders, has almost sprung into existence during the last ten years. They obtained their goods chiefly from the States at St. Paul's on the Mississipi, and purchase them in exchange for gold or peltries. As this trade with the United States is fast growing into importance, and from the immense extent of frontier not easily checked by fiscal regulations, and as its continuance must affect to a most serious extent the position of the Honourable Hudson's Bay Company in the valley of Lake Winipeg, I thought it worth while to pay especial attention to the caravans, which were met upon the road from St. Paul's to Red River, and to note, when possible, the character of the supplies they were conveying.

Caravan of Carts.—Alcohol and Whiskey imported.

278. Near Turtle Creek, in Minnesota, on Friday, October 16th, met a caravan of nine carts going to Red River settlement from St. Paul's. Their freight consisted of one large box of books for the Roman Catholic mission, a mowing machine, a fifty gallon barrel of alcohol, numerous kegs of whiskey, some kegs of gunpowder, a cooking stove, some hardware and dry goods in boxes and cases for trading purposes. The cask containing alcohol was branded as such, with the maker's name, as also were the whiskey kegs.

Six Carts.

279. Saturday, October 17th, met a caravan of six carts from St. Paul's, bound for Red River Settlement; they were the property of the drivers, who belonged to the class of petty traders. Their goods consisted of ploughs, stoves, whiskey, dry goods, scythes, &c. This was their second trip this summer.

Caravan of sixteen Carts.

Tuesday, October the 20th, met a caravan of sixteen carts from St. Paul's, bound to St. Joseph's on the 49th parallel, laden with sugar, powder, and dry goods, for trading purposes.

Caravan of thirty Carts.

Between Crow Wing and St. Paul's, met two caravans, containing in all thirty carts, bound for the Red River. Their contents could not be seen. They were covered with buffalo robes or oil cloth.

Merchants import from England.

280. Some of the merchants at Red River import largely from England by the Company's vessels, and almost any article of common necessity or ornament can be procured at the stores, which, by the way, are of the rudest description, without the least pretension to display the wares, but rather showing an endeavour to conceal from outward view whatever goods they may contain.

Freighters.

281. Besides being merchant or trader, in the ordinary acceptation of the term, some of them are freighters, conveying goods between Hudson's Bay and the Valley of Lake Winipeg. They employ Indians and half breeds to row their boat of three to five tons burden, and haul them and their freights over the portages. Fifty-five of these boats are enumerated in the census as belonging to Red River, but whether the Hudson's Bay Company's fleet is included in the number is not stated. The employment of Indians by the freighters has, at times, given rise to some little difficulty between them and the Honourable Hudson's Bay Company, as introducing a species of industry not compatible with a hunter's pursuit, and likely to divert attention from the great objects of the fur trade.

282. Among numerous documents, which are in the possession of many of the most respectable people of Red River, treasured up, perhaps, as memorials of bygone but not forgotten difficulties in gaining a livelihood by pursuits not connected with the fur trade or its interests, the following brief note may or may not possess some little historic interest, and if rightly understood and interpreted, offer a clue to the present condition of the Red River settlements, and of the Indian missionary stations.

Sir G. Simpson on the employment of Indians by freighters, in 1844.

Sir, Fort Garry, June 5, 1844.

I am informed that private freighters from Red River frequently employ and afford passages to Indians along the line of communication to York Factory in their boats, which is highly objectionable in many points of view. I have therefore to desire you will not in future receive as passengers, or employ Indians in your craft, on the line of communication between York and Red River.

I have, &c.

Mr. Edward Mowat. (Signed) G. SIMPSON.

&c. &c. Copied, July 30, 1844.

(Signed) A.

TENURE OF LAND.

Land sometimes sold.—Title given in the form of a lease.—Conditions of sale.—Cannot sell or let their land without the permission of the Company.

283. Land in Assiniboia is sometimes sold to purchasers at the rate of 7*s.* 6*d.* sterling per acre. The title is conveyed under the form of a lease for 999 years. The conditions in the lease are, 1st. That one-tenth of the land is to be brought into cultivation within five years; 2nd. That trading or dealing with Indians or others so as to violate the chartered privileges of the Company, be forsworn; 3rd. Obedience to all laws of the Company; 4th. Contributions to expenses of public establishments in due proportion; 5th. All trade or traffic in any kind of skins, furs, peltry, or dressed leather, except under licence of the Company, forbidden; 6th. Land not to be disposed of or let, or assigned without the consent of the Company. These are the main features of the lease, the document is long, otherwise it would have been inserted in full.

Many settlers do not possess a lease.—Many settlers in occupation of land have no title to show.

284. It is necessary here to remark that I did not see this lease in the hands of any one of the settlers of whom I made inquiries respecting their tenure. I heard of its existence, and saw a copy, through one of the resident clergy, but in no single instance could I find any half-breed, in possession of a farm, acquainted with its existence. In very many instances the settlers did not know the number of their lots, and had no paper or document of any kind to show that they held possession of their land from the Company, or any other authority. These inquiries were necessary for the purpose of ascertaining the exact position of a line of section across the valley of Red River, which I caused to be made for the purpose of ascertaining the level of the swamps, &c. The required information was obtained through Mr. Smith, the Clerk of the Council, but from the people themselves no information of the kind could be obtained. They knew that they had paid a certain sum for their land, or it had been given them in return for services, or that they had squatted upon it, and that they were now in possession, but of title-deeds or receipts they knew nothing. These remarks refer only to those from whom the information was sought for the purposes mentioned above.

Company's register.—Curious Titles to Farms.

285. I had an opportunity of seeing and examining the Company's record of land sales, and presents of land to different individuals for services performed, being in fact the register of the settlements on Red River and the Assiniboine. In general the price per acre was attached to each record of sale or transfer, but in some instances rather curious titles to farms were recorded, two of which I have thought it might be interesting to re-produce.

Copy.

On Plan.		Prarie. Acres.	Roods.	Poles.	Wood.	Total.			
27.	George Taylor (deceased)	86	2	7	„ „ „	86	2	7.	Granted him for past services, as per order from Sir George Simpson, 9th July, 1849.

Sold to John Flett, Blacksmith.

		Prairie.			Wood.	Total.			
287.	Richard Daigneau - - -	56	1	8	14	70	1	8.	Note signed by Governor Simpson, putting him in possession of 50 acres of land, or 3 chains frontage on the west side of the main river, free of cost.

Squatters on Red River.—No payment for land contemplated.

286. When passing from Fort Garry towards the 49th parallel with a view to explore the Roseau River, our guide pointed out a number of hay stacks occupying a delightful bend on the west side of Red River, about twenty-five miles from the settlements; he informed us that the hay stacks were made by himself and some friends, a few weeks ago, and that they intended to "move there" during

the winter and form a new settlement. I inquired how much he had paid for his land; the reply was "Nothing; we are not required to pay anything for land beyond the present limits of settlements on the river." I may add that many hundred thousand acres of land, which cannot be surpassed for fertility, rich prairie mould from eighteen inches to two feet deep, lie free and unoccupied on the banks of Red River and its tributaries, inviting settlement.

TABLE No. 1.—A Statistical Account of Red River Colony, taken on the 20th to the 24th May, 1856.

Year.	Number of Families.	Age.								Religion.			Country.							Population.								Total.		
																				Men.		Women.		Sons.		Daughters.				
1856.	Average 6 81/100 per family.	From 18 to 20.	From 20 to 30.	From 30 to 40.	From 40 to 50.	From 50 to 60.	From 60 to 70.	From 70 to 80.	From 80 to 90.	From 90 to 100.	Episcopalian.	Presbyterian.	Catholic.	England.	Ireland.	Scotland.	Canada.	Norway.	Rupert's Land.	Switzerland.	Married.	Unmarried.	Married.	Unmarried.	Above 16.	Under 16.	Above 15.	Under 15.	Males.	Females.	Total.
1856 - -	1,082	5	243	276	220	153	85	58	15	4	488	60	534	40	13	116	92	1	816	2	986	237	992	298	521	1,481	451	1,557	3,225	3,298	6,523
1849 - -	1,052	.	240	252	227	170	92	37	14	.	539	.	513	46	27	129	161	3	684	2	873	145	877	135	382	1,314	373	1,292	2,714	2,577	5,291
Increase	30	5	3	24	.	.	.	21	1	4	.	60	21	.	.	.	.	.	132	.	113	92	115	163	139	67	78	265	511	721	1,232
Decrease	.	.	.	.	7	17	7	.	.	.	51	51	.	6	14	13	69	2	.	.	.	.	.	.	.	.	.	.	.	.	.
*1843 -	870	.	.	.	.	.	.	.	.	.	23	45	2,798	22	5	110	152	.	571	2	.	.	.	.	.	.	.	.	.	.	5,143
											Protestant individuals.		R. C. individuals.																		

* The census for this year, given above, is abstracted from the journal of the Bishop of Montreal, published in 1845, Mr. Smith not having the ensus for the year 1843 in his possession.—H. Y. H.

TABLE No. 2.—Statistical Account of Red River Colony—*continued.*

Year.	Dwellings.			Live Stock.								Implements.				Land.	Machinery.				Public Buildings			Loss of Animals during winter of 1855–6.						
	Houses.	Stables.	Barns.	Horses.	Mares.	Oxen.	Bulls.	Cows.	Calves.	Pigs.	Sheep.	Ploughs.	Harrows.	Carts.	Canoes.	Boats.	Cultivated land at two bushels wheat per acre.	Wind Mills.	Water Mills.	Thrashing Machines.	Reaping Machines.	Winnowing Machines.	Carding Mill.	Churches.	Schools.	Shops, Merchants, &c.	Gaol.	Horses.	Mares.	Oxen.	Cows.	Sheep.	Calves.	Pigs.
																	Acres.																
1856 -	922	1,232	399	1,503	1,296	2,726	290	3,593	2,644	4,674	2,429	585	730	2,045	522	55	8,371	16	9	8	2	6	1	9	17	56	1	16	3	21	16	43	57	28
1849 -	745	1,066	335	1,095	990	2,097	155	2,147	1,615	1,565	3,096	492	576	1,918	528	40	6,392½	18	1	.	.	.	.	7	12	.	1	.	.	.	.	.	.	.
Increase -	177	166	64	408	306	629	135	1,446	1,029	3,109	.	93	154	1,027	94	15	1,978½	.	8	8	2	6	1	2	5	56	.	.	.	.	.	.	.	.
Decrease -	.	.	.	.	.	.	.	.	.	.	667	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
1843 -	730	1,291		821	749	.	107	2,207	1,580	1,976	3,569	.	.	.	.	.	.	18	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

TABLE No. 3.—Statistical Account of Red River Colony—*continued.*

Average Value of Dwellings, Live Stock, Implements, and Machinery.

Houses.					Stables.		Barns.		Live Stock.					
25 Houses at 300*l.* each.	100 Houses at 100*l.* each.	200 Houses at 50*l.* each.	200 Houses at 25*l.* each.	397 Houses at 12*l.* each.	616 Stables at 8*l.* each.	616 Stables at 5*l.* each.	199 Barns at 12*l.* each.	200 Barns at 8*l.* each.	2,799 Horses and Mares at 8*l.* 10*s.* each.	3,016 Oxen and Bulls at 4*l.* 10*s.* each.	3,593 Cows at 2*l.* 10*s.* each.	2,644 Calves at 1*l.* each.	4,674 Pigs at 10*s.* 6*d.* each.	2,429 Sheep at 12*s.* each.
£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*
7,500 0	10,000 0	10,000 0	5,000 0	6,764 0	4,928 0	3,080 0	2,388 0	1,600 0	23,791 10	13,072 0	8,982 10	2,644 0	2,453 17	1,457 8

TABLE No. 4.—Statistical Account of Red River Colony—*concluded.*

Average Value of Dwellings, Live Stock, Implements, and Machinery—*concluded.*

Implements.					Machinery.					
585 Ploughs at 4*l.* 10*s.* each.	730 Harrows at 5*s.* each.	2,045 Carts at 20*s.* each.	522 Canoes at 12*s.* each.	55 Boats at 15*l.* each.	16 Wind Mills at 100*l.* each.	9 Water Mills at 150*l.* each.	8 Thrashing Machines at 40*l.* each.	2 Reaping Machines at 30*l.* each.	6 Winnowing Machines at 2*l.* each.	1 Carding Mill, 35*l.*
£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*
2,632 10*s*	182 10	2,045 0	313 4	825 0	1,600 0	1,350 0	320 0	60 0	12 0	35 0

TOTAL AMOUNT.

Dwellings.	Live Stock.	Implements.	Machinery.	Grand Total.
£ *s.*	£ *s.*	£ *s.*	£ *s.*	£ *s.*
49,260 0	52,401 5	5,998 4	3,377 0	111,036 9

TABLE No. 5.—Census of the Red River Settlement, taken on the 20th day of May, 1856, according to Parishes.

1856.	Total.	Average.	Ages.								Religions.		Country.						Population.								
Names of the Parishes.	Number of Families.	Average per Parish. g. a.	From 18 to 20 yrs.	From 20 to 30 yrs.	From 30 to 40 yrs.	From 40 to 50 yrs.	From 50 to 60 yrs.	From 60 to 70 yrs.	From 70 to 80 yrs.	From 80 to 90 yrs.	From 90 to 100 yrs.	Protestant.	Catholic.	England.	Ireland.	Scotland.	Canada.	Norway.	Rupert's Land.	Switzerland.	Men. Married.	Men. Unmarried.	Women. Married.	Women. Unmarried.	Sons. Above 16.	Sons. Under 16.	Daughters. Above 15.	Daughters. Under 15.	Total.
St. James	68	$6\frac{34}{207}$	.	8	10	23	23	4	.	.	.	39	29	16	10	6	7	.	29	.	64	19	66	18	23	99	32	93	414
St. John's	81	7	.	7	19	20	15	11	9	.	.	77	4	3	2	39	5	.	31	1	77	45	76	43	51	106	52	117	567
St. Paul's	90	$6\frac{1}{2}$	.	14	25	20	14	9	5	3	.	87	3	9	1	29	.	1	50	.	76	26	77	23	50	146	39	148	585
St. Andrew's, Upper	93	$5\frac{58}{63}$	.	14	27	17	20	11	3	1	.	86	7	2	.	23	4	.	64	.	87	17	88	20	50	114	36	142	554
Do. Lower	121	$5\frac{45}{131}$	.	26	37	24	17	11	4	2	.	120	1	7	.	16	.	.	98	.	106	29	106	36	57	143	41	135	653
St. Peter's	118	$5\frac{5}{59}$	.	44	25	17	17	6	6	1	2	116	2	1	.	.	.	.	117	.	111	18	111	31	23	133	23	146	596
St. François Xavier	178	$6\frac{33}{178}$	3	42	50	42	16	10	12	2	1	3	175	.	.	1	25	.	152	.	161	32	161	41	101	238	84	283	1,101
St. Charles	62	$5\frac{10}{31}$	.	25	16	10	5	3	2	1	.	20	42	2	.	4	2	.	54	.	58	8	58	11	23	85	30	75	348
St. Norbèrt de la Rivière Salle	101	$6\frac{19}{101}$	1	23	28	19	11	12	7	.	.	.	101	.	.	.	16	.	84	1	92	5	92	13	63	148	40	170	625
St. Boniface	183	$6\frac{59}{61}$	1	45	48	29	25	19	10	5	1	5	178	.	.	1	33	.	149	.	167	31	175	49	95	274	183	274	1,248
Total, 1856	1,095	.	5	248	285	221	163	96	58	15	4	553	542	40	13	119	92	1	828	2	999	230	1,010	285	536	1,486	562	1,583	6,691
Total, 1849	1,052	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	873	145	877	135	382	1,314	373	1,292	5,391
Increase in seven years	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	126	85	133	150	154	172	189	291	1,300

TABLE No. 6.—Census of the Red River Settlement—*continued.*

1856.	Dwellings.			Live Stock.								Implements.					Land.	Machinery.					Public Buildings			
Names of the Parishes.	Houses.	Stables.	Barns.	Horses.	Mares.	Oxen.	Bulls.	Cows.	Calves.	Pigs.	Sheep.	Ploughs.	Harrows.	Carts.	Canoes.	Boats.	Cultivated, estimated 2 bushels wheat per acre.	Wind Mills.	Water Mills.	Threshing Mills.	Reaping Mill.	Winnowing Mills.	Carding Mills.	Churches.	Schools.	Convent.	Hospital.
																	Acres.										
St. James	70	92	31	80	92	192	9	237	249	360	16	37	35	175	22	10	574	1	2	.	.	.	.	1	1	.	.
St. John's	93	149	57	150	187	504	13	640	583	482	832	73	98	306	47	16	1,183	7	1	2	1	5	.	2	3	.	.
St. Paul's	93	181	71	118	126	455	22	528	408	651	579	80	93	222	47	13	1,381½	3	2	1	1	.	.	1	1	.	.
St. Andrew's, Upper	102	128	59	39	70	272	13	311	345	502	189	57	77	116	46	10	928	1	.	.	.	.	.	1	2	.	.
Do. Lower	104	151	63	65	96	349	16	415	244	694	65	67	99	145	50	1	717¼	2	1	2	.	1	.	.	2	.	.
St. Peter's	117	87	37	21	27	160	8	139	92	155	9	44	39	24	73	3	302¾	2	.	.	.	.	.	1	3	.	.
St. François Xavier	97	99	25	512	257	209	22	318	122	368	9	47	49	483	63	.	582	1	.	.	.	.	.	2	1	.	.
St. Charles	40	60	14	47	65	121	16	218	148	265	56	28	30	102	26	.	375	.	1	.	.	.	.	2	.	.	.
St. Norbèrt de la Rivière Salle	83	96	9	104	109	169	13	227	278	443	6	49	55	186	62	.	502	.	.	.	.	.	.	.	.	.	.
St. Boniface	134	148	43	239	277	577	14	646	315	1,009	484	108	97	349	106	2	2,261	1	2	3	.	.	1	1	4	1	1
Total, 1856	933	1,191	409	1,375	1,306	3,006	146	3,679	2,784	4,929	2,245	590	672	2,108	542	.	8,806¾	17	9	8	2	6	1	11	18	1	1
Total, 1849	745	1,066	335	1,095	990	2,097	155	2,147	1,615	1,565	3,096	492	576	1,918	428	.	6,342¾	18	1	.	.	.	.	.	.	.	.
Increase in seven years	188	125	74	280	316	909	.	1,532	1,169	3,364	.	98	96	190	114	.	2,414	.	8	8	2	6	1	4	.	.	.
Decrease in seven years	.	.	.	.	.	.	9	.	.	.	851	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.

District of Assiniboine, June 4, 1856. E. O. (Signed) WM. R. SMITH.

TABLE No. 7.—Statistical Account of Red River Colony—*concluded.*

COURTS.

Quarterly General Courts, 1855 and 1856.				Total.	Petty Local Courts, 1855 and 1856.																				Total Amount of all the 38 Cases of Petty Courts for One Year.
					Petty Offences.						Debt.														
August.	November.	February.	May.	Number of Cases.	Trespass.	Cases of Damage and Misdemeanor.	Hay Ground Privilege.	Assault and Battery.	Defamation of Character.	Total Number of Cases.	From 1s. to 5s.	From 5s. to 10s.	From 10s. to 20s.	From 20s. to 30s.	From 30s. to 40s.	From 40s. to 50s.	From 50s. to 60s.	From 60s. to 70s.	From 80s. to 90s.	From 90s. to 100s.	Total Number of Cases.	£	s.	d.
No cases.	No cases.	One case.	No cases.	1	2	6	1	1	1	11	4	8	5	4	2	1	–	2	–	1	27	46	13	6

To the Governor and Council of Assiniboia the above statistics are humbly presented by their obliged and obedient servant,

(Signed) WM. R. SMITH.

CHAPTER V.

The Half-breed hunters of Red River.—Many of the Half-breeds fast subsiding to the condition of Indians, 287—The summer hunt of the buffalo, 288—Improvidence of the Half-breeds, 289—Politeness of the French Half-breeds, 290—Kind of aid required to ameliorate their condition, 291.

The buffalo hunters in the field.—The Reverend Mr. Belcourt's description of the condition of some of the Half-breeds, 292—The buffalo hunters, 293—Their organization, laws, and regulations, 293—Power of the Half-breed hunters; their independence, 294—What is the cause of their decline, 295—No signs of improvement visible, 296—This decline observed by the Half-breeds, 297—Their condition no criterion of the fitness of the country to support a prosperous people, 298.

THE HALF-BREED HUNTERS OF RED RIVER.

Many of the Half-breeds subsiding to the condition of Indians.

287. These hardy and fearless children of the prairie constitute a race to which much interest may reasonably be attached. They are endowed with remarkable qualities, which they derive in great part from their Indian descent, softened and improved by the admixture of the European element. It is, however, much to be regretted that from the singular necessities of their position, many of them are fast subsiding into the primitive Indian state; naturally improvident, and perhaps indolent, they prefer the wild life of the prairies to the tamer duties of a settled home; this is the character of the majority, and belongs more to those of French descent than of Scotch or English origin.

The Summer Hunt of the Buffalo.

288. About the 15th of June they start for their summer hunt of the buffalo. There are now two distinct bands of buffalo hunters, one being those of Red River, the other of the White Horse Plain, on the Assiniboine. Formerly these bands were united, but, owing to a difference which sprung up between them, they now maintain a separate organization, and proceed to different hunting grounds. The Red River hunters go to the Yellow Stone and Coteau de Missouri; the White Horse Plain settlers generally hunt between the branches of the Saskatchewan, but also over the same grounds as their Red River brethren.

Improvidence of the Half-breeds.

289. The improvidence of many of the French half-breeds is remarkable. During the winter before the last, those of the White Horse Plain camped out on the distant praries, and killed thousands upon thousands of buffalo, in wanton revelry, taking only their skins and tongues, little caring that the reckless destruction of these animals must probably exercise a very important change for the worse in their own condition. As the buffalo diminish and go farther away towards the Rocky Mountains, the half-breeds are compelled to travel much greater distances in search of them, and consume more time in the hunt; it necessarily follows that they have less time to devote to farming, and many of them can be regarded in no other light than men slowly subjecting themselves to a process of degradation by which they approach nearer and nearer to Indian habits and character, relinquishing the civilized but to them unrequited pursuit of agriculture, for the wild excitement and precarious independence of a hunter's life. The fascination of a camp in the high prairies, compared with the hitherto almost hopeless monotony of the farms of Red River, can easily be understood by those who have tasted the careless freedom of prairie life. I was often told that the half-breeds are always sighing for the hunting season when in the settlements, and form but a feeble attachment to a settled home, which to the great majority can never offer, it is said, under present circumstances, a comfortable living, and much less a reasonable maintenance, or the consciousness of possessing a free and manly spirit, with rational aspirations and hopes.

Politeness of the French Half-breeds.

290. The politeness of the French half-breeds is quite delightful in these distant regions. On meeting, they shake hands and immediately raise the cap. Mr. Pierre Gladieux, before referred to, is an excellent example of the better class of French half-breeds in Red River. A brief description of the manner in which I was treated by this gentleman may serve to show the genuine character of the hospitality and politeness with which strangers are received by the half-breeds of French extraction. I arrived at his house with Mr. Fleming, a guide, and two men, from an exploration of the Roseau River, some hours after sunset, on the evening of September the 29th. We were provided with an excellent supper, and our horses, seven in number, well supplied with hay in the yard. Before starting next morning an almost sumptuous breakfast was given to us, and while the horses were being saddled, I begged permission to see the farm-yard, &c. Under a small shed there was a neat, light, four-wheeled buggy, which as we passed Mr. Gladieux very politely and kindly placed at my disposal during the remaining period of my stay at Red River. He remarked that on the morrow he was going to the plains to hunt buffalo, and should not require the buggy for several weeks after my proposed departure. I requested the guide to ask what I had to pay for the entertainment of the party. The polite answer returned was as follows:—Nothing; it is not the custom of the people of this country to charge strangers who may honour them with a visit.

Kind of aid required to ameliorate the condition of the Half-breed Hunters.—Savings Bank.

291. But few simple aids are required at Red River to ameliorate and vastly improve the condition of the more improvident and careless half-breeds. They frequently bring in a large quantity of buffalo meat or robes to the trading posts, and receive a large sum of money in exchange, or if they insist upon it, a certain quantity of rum. The money is spent at once in simple necessaries, dress, and ornaments. The establishment of a savings bank would have an excellent effect, and doubtless become the source of much permanent good, with other objects in view than those incident to the exclusive prosecution of the fur trade.

THE BUFFALO HUNTERS IN THE FIELD.

The Rev. Mr. Belcourt's description of the condition of some of the Half-breed Hunters.

292. I introduce the following description of the organization of the buffalo hunters when in the field, with a brief extract from a communication to Mr. Schoolcroft, by the Rev. Mr. Belcourt, a Roman Catholic clergyman, then resident at Red River, but now I believe living at the new settlement of St. Joseph's, about 100 miles south-west of Fort Garry. This extract contains a simple statement, from which a fair knowledge of the present condition of some half-breeds, and probable future condition of many, may be easily gleaned. "I should first remark that the autumnal hunt engages the attention "of comparatively few men, for the following reasons: a portion of the half-breeds, who have not the "means of passing the winter in the settlement, spread over that part of the country where they can "subsist themselves and families during the cold weather by the chase of the elk, the moose, and the "bear. Others, hoping to reap more profit by trapping the fur-bearing animals, seek the haunts of "the marten, the fisher, the otter, the beaver, in the wooded regions and along the water-courses and "lakes, so that ordinarily not more than one-third assemble for the fall hunt of the buffalo."

The Buffalo Hunters.—Their organization.—Laws and regulations.

293. The following information was given me by Mr. Flett, who resides on the Assiniboine River, and at whose house I was very hospitably entertained. The start is made from the settlement about the 15th of June for the summer hunt, and the hunters remain in the prairie till the 20th August or 1st of September. One division (the White Horse Plain) goes by the Assiniboine River to the rapids, crossing, and then proceed in a south-westerly direction. The other, or Red River division, pass on to Pembina, and then also proceed in a southerly direction. The two divisions sometimes meet, but not intentionally. In Mr. Flett's division, in 1849, there were, according to a census taken near the Chiefs' Mountain, not far from the Strayenne River, Dacotah territory, 603 carts, 700 half-breeds, 200 Indians, 600 horses, 200 oxen, 400 dogs, and one cat. After the start from the settlement had been well made, and all stragglers or tardy hunters were thought to have arrived. a great council was held, and a president elected. A number of captains were nominated by the president and people jointly. The captains then proceeded to appoint their own policemen, the number assigned to each not exceeding ten. Their duty is to see that the laws of the hunt are strictly carried out. In 1849, if a man ran a buffalo without permission before the general hunt began, his saddle and bridle were cut to pieces for the first offence; for the second offence of the same description, his clothes were cut off his back. At the present day these punishments are changed to a fine of 20*s.* for the first offence. No gun is permitted to be fired when in the buffalo country before the "race" begins. A priest sometimes goes with the hunt, and mass is then celebrated in the open prairies. At night the carts are placed in the form of a circle, with the horses and cattle inside the ring, and it is the duty of the captains and their policemen to see that this is rightly done. All laws are proclaimed in camp, and relate to the hunt alone. All camping orders are given by signals, a flag being carried by the guides, who are appointed by election. Each guide has his turn of one day, and no man can pass a guide on duty without subjecting himself to a fine of 5*s.* No hunter can leave the camp to return home without permission, and no one is permitted to stir until any animal or property of value supposed to be lost is recovered. The policemen, at the order of the captains, can seize any cart at night-fall and place it where they choose for the public safety, but on the following morning they are compelled to bring it back from the spot from which they moved it the evening previous. This power is very necessary, in order that the horses may not be stampeded by night attacks of the Sioux or other Indian tribes at war with the half-breeds. A heavy fine is imposed in case of neglect in extinguishing fires when the camp is broken up in the morning. In sight of buffaloes, all the hunters are drawn up in line, the president, captains, and police being a few yards in advance, restraining the impatient hunters. Not yet! not yet! is the cry of the president; the approach to the herd is cautiously made. Now! and as the word leaves the lips of the president, the charge is made, and in a few minutes the excited half-breeds are among the bewildered buffalo.

Power of the Half-breed Hunters.—Their Independence.

294. The half-breed hunters, with their splendid organization when on the prairies, their matchless power of providing themselves with all necessary wants for many months together, and now since a trade with the Americans has sprung up, if they should choose, for years, their perfect knowledge of the country, and their full appreciation and enjoyment of a home in the prairie wilds, winter or summer, would render them a very formidable enemy in case of disturbance or open rebellion against constituted authorities. The half-breed hunters of Red River could pass into the open prairies at a day's notice, and find themselves perfectly at home and secure, where white men, not accustomed to such a life, would soon become powerless against them, and exposed to continued peril.

What is the cause of the decline of the Half-breeds.

295. The causes which have led to the present condition and prospects of this people are truly a painful subject. It is one which cannot escape the attention and care of philanthropists. Men will inquire how it is that a race, giving evidence of admirable discipline, self-government, and courage, when in the open prairies, should subside into indifferent and indolent husbandmen when in the settlements. Considered as the native population of Red River, how is it, will it be asked, that so few among the many have succeeded in the course of years in acquiring comfortable homesteads, and well-stocked granaries and farmyards? and why has the European and Canadian element disappeared? The chances of nearly all have been equal, land of admirable fertility everywhere surrounds them, with unsurpassed advantages for rearing horses, cattle, and sheep, yet little or no progress has been made; and in respect of sheep, which might soon in a measure supply the place of the buffalo, a serious diminution in numbers has taken place. It is true, that within the last few years many hundred head of cattle have been driven across the prairies of Minnesota to St. Paul's, and sold well there. But this new export trade should have given encouragement to raising stock, yet stock with unlimited pasture

is diminishing. The distant hunt consumes the time which might be given to far more profitable home industry, and those who really enjoy a settled life, and know the advantages which industry confers, from experience gained in Canada or Europe, leave the country and seek their fortunes elsewhere.

No Signs of Improvement visible.

296. Every stranger is struck with surprise that the houses of half-breed hunters show no signs of recent improvement, show no signs of care and attention devoted to gardens, or the cultivation of fruit. Plums grow wild in the forest, but none are seen in the settlements. Apple trees are only now beginning to be tried at the Stone Fort. No effort of manufacturing industry is visible, beyond the windmills for grinding wheat.

This Decline observed by the Half-breeds.

297. It must not be supposed that this stationary, or rather retrograde condition, is unnoticed by the mass of the people; they see the comfort by which the retired factors, the clergy, and the traders of the settlement are surrounded, and the comparative luxury which exists at the forts; but they do not rightly understand how their own condition might be remedied, for the majority cannot discover in what way the reward of industry may be won, or where a market for labour is to be found, except that kind of wild labour in the distant prairie, or in the woods, which they love instinctively, and which they have always been taught to consider most profitable, and alone capable of securing their comfort and happiness. Under such circumstances it cannot cause surprise that discontent prevails in the settlements. Much disappointment and dissatisfaction is everywhere seen, and wrongs, real or imaginary, for which they have no redress, form the constant subject of complaint in daily conversation. In these repinings, all who are not in the service of the Honourable Hudson's Bay Company, or in some way connected with them, as far as my experience enabled me to judge, uniformly agreed.

Condition of the Half-breeds no Criterion of the Fitness of the Country to support a prosperous People.

298. Let the condition of the half-breed hunters generally be contrasted with the present prosperity of Mr. Gowler, Mr. Gladieux, Mr. Flett, the M'Cays, and several others that might be named, who farm with industry and economy, and the capabilities of Red River and the Assinnboine will not be overlooked in surveying the paralyzed efforts of those who are taught to rely chiefly upon the hunter's precarious gains.

CHAPTER VI.

The Climate of the Valley of the Red River.—Climate "excessive;" spring and summer frosts rare; the melon and Indian corn excellent recorders, 299—Summer at Red River nearly 4° warmer than at Toronto, 300—Explanation of the richness of the prairies, 300—Mean of spring and summer months nearly one degree higher at Red River than at Toronto, 301—Table of comparison of the meteorology of Red River with Toronto for corresponding months, 302—Natural division of the seasons at Red River, 303—Comparison between the annual mean at Red River and places in Europe, Quebec, and Red River, 304—Summer temperatures, 305—Summer climate at Red River admirably fitted for agricultural purposes, 306—Winter climate, cold intense, and of long duration, 307—Salubrity of the climate, 308.

Meteorological Register.—Daily register, monthly means, annual mean, monthly fall of rain and snow.—Progress of the seasons.

THE CLIMATE OF THE VALLEY OF THE RED RIVER.

Climate "excessive."—Early Spring and Autumn Frosts rare.—The Melon and Indian Corn excellent Recorders.

299. The climate of the valley of Red River exhibits the extremes of many characteristics which belong to the interior of continents in corresponding latitudes. High summer temperatures, with winter cold of extraordinary severity appear to prevail in Assiniboia, as in the interior of North-eastern Europe and Asia. It cannot fail to be noticed, however, that the general absence of late spring and early autumn frosts, with an abundant fall of rain during the agricultural months, are the distinguishing features of the climate of the valley of Red River. The melon growing in the open air, and arriving at perfect maturity in August and September, Indian corn succeeding invariably, when due precautions are used to ensure ripening before the middle of September, are strong proofs of the almost uniform absence of summer frosts.

Summer at Red River nearly 4° warmer than at Toronto.—Explanation of the Richness of the Prairies.

300. A comparison with the climate of Toronto for corresponding months of the years 1855 and 1856 reveals some very curious and interesting facts, which may possess considerable importance. Limiting our attention at present to the summer months, we find from inspection of the following table of compartson, that the summer of Red River is nearly four degrees warmer than the summer at Toronto, and with this remarkable excess of temperature we find the unexpected difference of 21.74 inches of rain in favour of Red River. These meteorological facts explain the wonderful richness of the prairie vegetation, and the vast accumulation of vegetable matter which is now found there.

Mean of Spring and Summer Months nearly 1° higher at Red River than at Toronto.

301. The small difference between the temperature of the spring at Toronto and Red River is another interesting fact. While the summer shows an excess of 3.78, the spring gives a deficiency of 2.83, so that the mean of the spring and summer months at Red River is nearly one degree higher than the corresponding months of Toronto. No feature in the meteorology of this distant region is likely to excite so much interest as the extraordinary fall of rain during the agricultural months. It is well known that the cause of the sterility of a vast region on the east of the Rocky Mountains, within the limits of the United States, is traced to extreme aridity. The great American desert, which places so vast a barrier between the Mississippi valley and the west flank of the Rocky Mountains, derives its barrenness from the absence of rain during the summer months. A fall of thirty inches in

the valley of Red River during the summer of 1855, with a corresponding fall of 8.76 at Toronto, shows the remarkable difference in the humidity of the two places, and one which report states is generally maintained in other years.

Comparison of the Meteorology of Red River with Toronto for corresponding Months.

302. Comparison of the meteorology of Red River Settlement with Toronto, Canada West, with reference to mean temperature, depth of rain and snow, corresponding at both stations, from June 1855 to May 1856 inclusive.

Month.	Mean Temperature.		Rain in Inches.		Snow in Inches.		Temperature: Rain and Snow at Red River + or − of Toronto.
	Red River.	Toronto.	Red River.	Toronto.	Red River.	Toronto.	
1855.	°	°					Summer.
June	69·10	59·93	6·0	4·07	0·0	0·0	Temperature + 3·78.
July	71·16	67·95	12·0	3·24	0·0	0·0	Rain + 21·74 inches.
August	63·03	64·06	12·5	1·45	0·0	0·0	Snow 0·0.
Summer	67·76	63·98	30·5	8·76	0·0	0·0	
							Autumn.
September	59·26	59·49	5·0	5·59	0·0	0·0	Temperature − 6·94
October	42·20	45·39	0·0	2·48	2·0	0·8	Rain − 5·16 inches.
November	21·19	38·38	2·5	4·59	7·0	3·0	Snow + 5·2 inches.
Autumn	40·88	47·82	7·5	12·66	9·0	3·8	
1856.							Winter.
December	8·31	26·99	0·0	1·85	8·0	29·5	Temperature − 26·42.
January	10·55	16·02	0·0	0·00	5·0	13·6	Rain 1·85 inches.
February	1·71	15·69	0·0	0·00	6·0	9·7	Snow − 38·8 inches.
Winter	6·84	19·57	0·0	1·85	19·0	52·8	
							Spring.
March	9·09	23·06	0·0	0·00	6·5	16·2	Temperature − 2·83.
April	39·83	42·27	6·5	2·78	3·0	0·1	Rain + 3·14 inches.
May	58·46	50·52	4·0	4·58	2·0	Inap.	Snow − 4·8 inches.
Spring	35·79	38·62	10·5	7·36	11·5	16·3	
Annual	34·38	42·50	48·5	30·63	39·5	72·9	

Annual.

Colder mean temperature	8·12
More rain	17·85 inches
Less snow	33 4 „
More moisture and most probably less evaporation	14·53 „

Natural Division of the Seasons at Red River.

303. In the foregoing table the seasons are composed of the months which long custom has assigned to these arbitrary divisions of the year, but certainly the natural division of the seasons for the climate of the Red River would appear to be as follows:—

Summer	June, July, August.
Autumn	September, October.
Winter	November, December, January, February and March.
Spring	April and May.

Comparison between the Annual Mean at Red River and Places in Europe.—Quebec and Red River.

304. Assuming that the annual mean of 34·38, deduced from the following tables, is within one or two degrees of what would be the results of several years' observation, we find upon inspection of Dove Tables that there is not one locality within the limits of the United States where so low an annual mean attains. At Kasaw (Russia) lat. 55° 48′ long. 47° 7′, the mean of ten years was 35° 45′, and the difference between the hottest and coldest months 61° 33′, while at Red River the difference was 82° 15′. The difference between summer and winter at Kasaw was 56° 0′; at Red River 74° 61′. At Ozenburg lat. 50° 46′, or in nearly the same latitude as that part of Red River Settlement where these observations were made, and in long. 55° 6 the annual mean is 35° 6′; the difference between the hottest and coldest months 66° 38′, and the difference between winter and summer 59° 66′. The following table will exhibit this relation at a glance:—

——	Latitude.	Longitude.	Annual Mean.	Difference between Hottest and Coldest Months.	Difference between Summer and Winter.
	° ′	° ′			
Red River Settlement	50. 15	—	34·38	82·15	74·61
Kasaw	55. 48	47. 7 E.	35·45	61·33	56·00
Ozenburg	50. 46	55. 6 E.	35·06	66·38	59·66

At Quebec the difference between the hottest and coldest month is 60° 75′; at Red River Settlement 82° 15′, or 21° 40′ in excess. At Port Snelling the difference is 61° 89′, or about one degree more than Quebec.

At Quebec the difference between the mean temperature of summer and winter is 53°93, at Fort Snelling 56° 81′, and at Red River Settlement 74° 61′.

Summer Temperature at Red River.—Comparison between the Summer Temperature at Red River with Montreal, Quebec, and Toronto.

305. The summer temperature of Red River, and the absence of frosts during that season, determine its fitness for agricultural purposes. The following table exhibits a comparison between the summer temperature of the settlement and various other well known places in Canada:—

Summer temperature at Red River Settlement	67.76
Montreal, Canada	66.62
Quebec	62.91
Toronto	63.98

Summer Climate of Red River admirably fitted for Agricultural Purposes.

306. The adaptation of the climate of the valley of Red River to the ordinary purposes of husbandry, during the agricultural season, scarcely requires further notice. It is sufficient to state that the conditions of temperature and humidity appear to be as favourable as those enjoyed in many parts of Canada or the north-eastern States of the Union.

Winter Climate.—Cold intense and of long Duration.

307. The prevailing characters of the winter months are long continued intense cold, with a clear dry atmosphere. Mercury often freezes, and remains congealed for many days together. In calm weather exposure to such intense cold is not described as producing inconvenience or suffering, and when the wind is blowing the cold is rarely so intense. The half-breeds, and of course the Indians, camp out in the open plain during the whole winter, and the only protection they enjoy consists of a buffalo skin tent and an abundance of buffalo robes.

Salubrity of the Climate.—Preceding Comparisons refer to corresponding Observations.

308. The salubrity of the climate of Red River is indicated by the extent of professional services in the settlements. One medical man, not overburthened with work, to a population nearly reaching 7,000, may be accepted as a fair standard by which to estimate their sanitary condition. It will be understood that the foregoing comparisons refer to corresponding months of the same years, and are of course liable to those annual fluctuations to which the climatic elements of all countries are subject. It is very probable that more extended observations will reduce the extremes.

Meteorological Register for the Year beginning on 1st June, 1855 and ending on 31st May 1856. By Donald Gunn, Red River Settlement, Rupert's Land.

METEORLGICAL REGISTER, RED RIVER SETTLEMENT.

JUNE 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	58	64	72	64⅔	No clouds.
2	57	68	58	61	Wind light; a few scattered white clouds.
3	59	72	58	63	Clear and calm.
4	60	72	58	63⅓	Sky overcast; light variable wind.
5	58	63	56	59	Few drops of rain.
6	63	68	58	63	A fringe of clouds round horizon; clear towards zenith.
7	58	78	58	64⅔	Light wind, few clouds.
8	56	76	74	63⅔	Blew pretty strongly in the height of the day.
9	54	70	62	62	The wind rose about 10 A.M., and blew a stiff breeze; a few clouds in the height of the day.
10	66	76	48	63⅓	Blowing freshly from 8 A.M. to 7 P.M.; very few clouds.
11	58	68	54	60	Light breeze.
12	68	82	76	75⅓	Clear and calm day.
13	76	82	76	78⅓	In the morning light clouds; in the afternoon overcast.
14	72	88	71	77	In the morning overcast; evening clear.
15	66	92	71	76⅓	Calm and without clouds all day.
16	71	82	68	73⅓	Fire in the forests on east side of the lake; few clouds.
17	70	86	74	76⅔	Calm, thick clouds near the horizon; one inch of rain fell to-day.
18	66	82	72	73⅓	Wind light and variable; the air very sultry; thunder. One inch of rain.
19	72	88	67	75⅔	Wind.
20	76	78	63	72⅓	Calm; a few drops of rain.
21	66	76	72	71⅓	Wind light; few clouds.
22	67	78	67	70⅔	Calm and clear.
23	66	90	70	75⅓	Wind light.
24	68	75	69	70⅔	Thunder, and a light shower.
25	69	74	70	71	Last night, heavy rain for a short time. One inch fell.
26	63	71	66	66⅔	South-west wind blowing hard in the forenoon.
27	68	78	65	70⅓	Wind light.
28	66	76	69	70⅓	Thunderstorm; heavy rain mingled with hail. Three inches rain.
29	69	74	68	70⅓	Cloudy, light wind.
30	68	70	58	65⅓	Wind blew strongly from the north.
			Mean -	69·10	

Meteorological Register—*continued.*

JULY 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	68	81	73	74	
2	56	78	68	67⅓	Smart shower; ½ inch fell.
3	65	71	60	65⅓	Clear, light wind.
4	64	72	58	64⅔	Light breeze from the north. Very few clouds.
5	67	81	61	69⅔	Light breeze. Very few clouds.
6	61	75	68	68	Light breeze.
7	58	66	62	62	Fresh breeze, loud thunder. Rain, 3⅜ inches fell.
8	68	80	60	69⅓	Cloudy.
9	66	88	66	70	Light clouds. Strawberries plentiful.
10	70	70	67	69	Thunder storm, ¾ inch rain fell.
11	67	88	64	70⅓	Light breeze.
12	60	70	67	65⅔	Light breeze. Clear. Wheat out of the shot belly.
13	56	80	75	70⅓	Sky overcast.
14	66	86	68	73⅓	Light breeze. A few white clouds.
15	68	88	58	71⅓	Blowing hard. Thunder storm. A boy killed by lightning.
16	70	74	70	71⅓	Wind light. Some of the boats arrived from York.
17	70	78	66	71⅓	Thunder and lightning, raining all night. Three inches fell.
18	66	76	70	70⅔	Rained all night. Two inches fell.
19	68	78	64	70	Light shower during the night.
20	66	82	75	74⅓	Calm. Begun hay cutting.
21	66	70	68	68	Light white clouds.
22	67	78	64	69⅔	Fresh breeze.
23	64	72	67	67⅔	Cloudy.
24	67	92	82	80⅓	Wind south, blowing freshly.
25	87	92	82	90⅓	" "
26	72	78	78	76	Thunder and lightning. One inch of rain fell.
27	64	85	74	74⅓	Fresh breeze from the north.
28	64	76	62	67⅓	Light clouds.
29	72	82	68	74	Rain from 9 P.M. to 3 A.M. this morning. Three inches fell.
30	74	80	78	77⅓	Raining during the night. Two inches fell.
31	72	78	70	73⅓	Wind from the south and west.
			Mean -	71·16	N.B.—Above 12 inches of rain fell this month.

AUGUST 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	70	78	64	70⅔	Light wind.
2	62	74	68	68	Loose white clouds. Wind very light.
3	66	71	70	69	Blowing lightly from the north.
4	60	68	75	67⅔	
5	67	72	76	71⅔	Clear sky. Light wind.
6	66	79	77	74	A fringe of light clouds round the horizon.
7	64	72	64	66⅔	Heavy clouds, wind blowing freshly all day, with heavy rain.
8	58	64	65	62⅓	From 7 A.M. yesterday to 6 A.M. this day, five inches of rain fell. Barley harvest commenced.
9	64	68	66	66	Heavy clouds. Pools of water on the ground.
10	68	68	58	64⅔	Wind variable, heavy clouds.
11	58	65	58	60⅓	Rained from 11 P.M. to 8 A.M. this morning; 5½ inches fell. Boats left for the bay.
12	52	68	55	58⅓	Heavy clouds. Rain fell on each side, but none here.
13	55	65	56	58⅔	Calm, few clouds.
14	58	65	55	59⅓	Raining from 4 A.M. to 7 P.M. Two inches fell.
15	54	56	44	51⅓	Light showers. The Aur. Bor. very bright, from west to east, nearly zenith.
16	46	58	54	52⅔	The first dry day for some time. The wheat crops keeping green.
17	56	70	68	64⅔	Blowing very hard from the south. No clouds.
18	58	74	70	67⅓	Blowing freshly. A few clouds.
19	68	72	70	70	Sky nearly overcast.
20	66	70	64	66⅔	Thick bank of clouds rose at the south, part of which went the north by the east, and part by the west.
21	68	72	68	69⅓	
22	64	68	62	64⅔	Light showers.
23	54	68	54	58⅔	Clear and calm. Wheat harvest progressing well.
24	48	65	55	56	Slight rain.
25	50	61	56	55⅔	Cloudy.
26	50	70	66	62	A few clouds.
27	58	74	68	66⅔	Overcast.
28	66	70	44	60	Showers of rain from 10 A.M. to 3 P.M. ¼ inch fell. Wind north.
29	44	68	56	56	Clear and calm. Slight frost.
30	50	70	62	60⅔	
31	48	64	52	54⅔	The frost on the 29th apparently did not injure wheat.
			Mean -	63·03	N.B.—12½ inches of rain fell during this month.

Meteorological Register—*continued.*

SEPTEMBER 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	52	70	62	61⅓	
2	56	70	60	62	
3	60	70	58	62⅔	
4	62	82	65	69⅓	
5	70	81	70	73⅔	Light winds, with a few drops of rain.
6	70	82	66	72⅔	
7	67	73	65	63⅓	Cloudy, few drops of rain in the morning.
8	56	76	64	65⅓	Thick fog in first part of day. Cleared up about 9 o'clock.
9	58	80	66	68	Light southerly wind. Clear
10	54	66	52	57⅓	Few drops of rain in the evening.
11	54	67	44	55	Blowing freshly from the north; cloudy. Poplar leaves falling.
12	42	71	56	56⅓	Grey frost this morning. Finished cutting wheat.
13	56	74	54	61⅓	
14	52	65	56	57⅔	
15	48	58	54	53⅓	Some of the Portage La Lorlie arrived from York. No ship.
16	44	56	49	49⅔	
17	46	58	42	48⅔	The last brigade of the Portage arrived. Left York on the 29th. No ship.
18	49	64	44	52⅓	
19	62	70	53	61⅔	Raining during the night. People making hay.
20	46	64	55	54	
21	48	71	62	60⅓	
22	63	65	62	63⅓	Thick foggy weather, raining during the day; one inch fell.
23	61	68	60	63	Raining during the night; one inch fell.
24	56	67	60	61	Rain during the night; one inch fell.
25	51	70	40	53⅓	Rain during the night.
26	40	61	55	52⅓	Wind north-west. Geese flying to the south.
27	52	68	60	60	Blowing strongly from the south.
28	58	57	53	66	Cloudy; a few drops of rain.
29	40	58	52	60	Clear, fine weather.
30	40	61	43	48	
			Mean -	59'26	N.B.—About five inches of rain fell during the month.

OCTOBER 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	56	76	58	61⅓	
2	52	68	48	56	
3	42	58	40	46⅔	
4	30	40	33	34⅓	Snow fell last night. Ship packet arrived; the larger ship could not make the shore for ice. A fine outlet for Red River.
5	34	42	36	37⅓	Cloudy; some snow on the ground.
6	34	42	36	37⅓	Some of the fall boats arrived. The ship come to York on 1st September, the other on the 4th. The boats returned next thing to light.
7	35	48	44	42⅓	The wa-was, or wild geese are flying to the south.
8	44	63	90	55⅔	White fish spawning in the river.
9	63	68	51	60⅓	Taking up potatoes. Wa-was flying to the south.
10	50	56	44	50	Cloudy; twelve or thirteen boats went up to-day; blowing strongly.
11	33	54	43	43⅓	Hard frost this morning.
12	53	68	51	57⅓	Blowing hard from the south.
13	51	68	46	55	Sky covered with smoke.
14	44	60	41	47	Grey frost. White fish spawning in the lake.
15	36	56	43	45	Cloudy.
16	42	59	52	51	
17	46	55	59	53⅓	Fine weather.
18	—	—	—	—	
19	32	38	34	34⅔	Cloudy.
20	28	32	20	26⅔	Snowing during the day.
21	28	28	22	26	
22	26	28	26	26⅔	Wind east.
23	28	32	30	30	Ice along the river; mild in the evening.
24	19	34	30	27⅔	
25	29	40	29	32⅔	The ground frozen these few days back; cloudy.
26	35	50	32	39	
27	28	49	30	39	Cloudy.
28	34	52	30	28⅔	Cloudy.
29	32	46	30	36	Cloudy.
30	30	38	—	34	
31	—	—	—	—	
			Mean -	42·20	

Meterological Register, &c.—*continued.*

NOVEMBER, 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	26	40	30	32	Southerly wind.
2	32	38	36	35⅓	
3	29	36	34	32	
4	—	—	—	—	
5	—	—	—	—	
6	—	—	—	—	
7	—	—	—	—	
8	28	40	30	32⅔	Some snow fell last night.
9	32	38	36	32	Cloudy, the snow which fell on the night of the 7th went off to-day.
10	32	34	30	32	Cloudy.
11	30	33	28	30⅓	About one inch of snow fell last night. Snow during the day.
12	32	38	29	33	Cloudy; about five inches of snow fell these two days past.
13	18	22	16	18⅔	One half the river frozen up this morning; 2 o'clock, river frozen over.
14	4	17	11	10⅔	People crossing the river.
15	11	18	6	11⅔	Snowing all day. Clear.
16	8	16	18	14	Cloudy.
17	21	24	16	20⅓	Sleet and snow.
18	0	+11	− 4	+ 2⅓	Cloudy.
19	− 7	+10	+ 6	+ 3	Cloudy.
20	+ 6	+ 8	− 8	+ 2	Cloudy. 2 inches snow fell. Wind north.
21	−12	+ 8	+ 6	+ ⅔	
22	+12	+18	+ 6	+12	
23	− 3	+20	+12	+ 9⅔	
24	+11	+28	+24	+21	
25	+26	+29	+24	26⅓	
26	+21	+26	+29	25⅓	
27	+32	+39	+26	+32⅓	Snow melting.
28	+20	+31	+20	+23⅓	Fog similar to that which prevails in the swampy country.
29	+20	+26	+24	23⅓	
30	+30	+36	+36	34	Snow thawing.
			Mean -	+21·19	N.B.—2½ inches of rain and 7 inches of snow fell.

DECEMBER 1855.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1					
2	+ 2	+20	+10	10⅔	Wind South.
3	+ 6	+22	+ 8	+12	,,
4	+ 3	+ 4½	0	2	,,
5	—	—	—	—	
6	+22	+26	+20	+22⅔	
7	+22	+20	+14	18⅔	
8	0	− 4	− 4	+ 2⅔	Snowing this morning, 1 inch
9	+ 2	+ 1	− 4	− ⅓	
10	− 4	− 4½	− 8	− 5⅓	
11	− 2	0	− 2	− 1⅓	
12	− 3	0	− 3	− 2	
13	− 1	+ 6	+ 6	+ 8⅔	
14	+ 9	+12	+ 7	+ 9⅓	
15	+16	+27	+18	+20⅓	Wind north. Snowing and drifting all day.
16	+ 8	+12	+ 6	+ 9⅓	The Aurora very bright and low.
17	− 4	− 2	+22	+20⅓	Large ring round the moon. Snow fell.
18	−20	− 4	− 9	− 8⅔	
19	−22	−10	−10	−14	Blew hard at night. 2 inches of snow fell.
20	−10	− 8	−18	−12	
21	−24	−12	− 8	−14⅔	Snowing during the day.
22	−14	− 9	−28	−17	Two bright halos in the evening. Hazy sky 32° at 11.
23	−44	−30	−44	−39⅓	Hazy, which continued during the day. Wind south scarcely perceptible. Others have marked the haze on the continuance of cold.
24	−48	−30	−40	−39⅓	Calm.
25	−44	−28	−36	−36	Thick haze. Wind scarcely perceptible.
26	−38	−25	−34	−32⅓	
27	−32	−25	−40	−32⅓	
28	−42	−25	−36	−34⅓	Wind blowing lightly from the south.
29	−25	− 9	− 2	−12	
30	−32	−15	−24	−23⅔	
31	−29	−16	−29	−24⅔	The coldest weather that has been these 35 years past.
			Mean -	−8·31	N. B.—8 inches of snow fell.

Meteorological Register, &c.—*continued.*

JANUARY 1856.

Day of the month.	Thermometer. 7 A.M.	2 P.M.	9 A.M.	Average.	Remarks.
1	−19	− 9	−22	$16\frac{2}{3}$	Wind south-west.
2	−29	−16	−36	27	Clear, wind N., bright Aurora from N. to N.E. cloudy.
3	−40	−24	−24	$-27\frac{1}{3}$	Clear, wind S., haze, the sun very bright, blue bank of haze at the horizon.
4	−20	− 9	−36	$-29\frac{1}{3}$	Wind S.W., clear.
5	−23	−11	− 2	−12	Cloudy, wind S., 3 inches snow fell, blowing hard.
6	−24	−18	−28	$-23\frac{1}{3}$	Clear, wind W.
7	−36	−28	−36	$33\frac{1}{3}$	„ N.W.
8	−38	−25	−28	$-30\frac{1}{3}$	Calm, wind N.W., fine day.
9	− 2	−15	−24	$13\frac{2}{3}$	„ W.
10	−28	− 9	− 9	$-15\frac{1}{3}$	Wind S.W.
11	− 4	+ 9	+ 9	+ $4\frac{2}{3}$	„ S.
12	+ 4	+ 9	+ 6	+ $6\frac{1}{3}$	Cloudy, wind S.
13	+ 4	+ 6	− 8	− $\frac{2}{3}$	Wind N.
14	−18	− 6	0	− 8	„ S.W.
15	+ 6	+16	+10	+$10\frac{2}{3}$	Clear, wind S.
16	+10	−14	−10	− 8	„
17	+10	+22	+16	+16	Wind N.
18	+ 2	+16	+13	+$10\frac{1}{3}$	Clear, wind N.
19	+ 4	+ 2	+ 2	+ 0	Cloudy, wind N.
20	− 8	0	−10	− 6	„ „ N.
21	−18	− 2	−10	−10	Clear, wind N.
22	+16	+ 1	+ 3	+ $6\frac{2}{3}$	„ „ S.W.
23	− 8	− 3	− 6	− $5\frac{2}{3}$	Partly cloudy, wind N.W.
24	−20	−12	−26	−16	Wind N.
25	−20	−10	−10	$-13\frac{1}{3}$	Clear, wind S.
26	−20	−10	−18	−16	„ „ S.
27	−20	−10	−18	−16	„ „ S.
28	+ 4	− 4		0	Cloudy, wind N. blowing, drifting hard.
29	−20	− 4	+ 4	− $6\frac{2}{3}$	Wind S.W.
30	−22	− 6	−15	$-14\frac{1}{3}$	„ S.W.
31	0	+ 6	0	− 2	„ N.W., snowing and drifting.
			Mean -	10·55	N.B.—5 inches of snow fell.

FEBRUARY 1856.

Day of the month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	−26	−15	−34	−25	Wind N.W.
2	−36	−20	−34	−30	„ W.
3	−34	− 8	—	−14	„ S.W. Cloudy. Some snow fell.
4	−10	0	− 8	− 6	„ S.W.
5	−24	14	−20	$-19\frac{2}{3}$	„ „ Clear.
6	−20	− 5	−22	$-15\frac{2}{3}$	„ N.W. Cloudy in part. Aurora very bright, extending from N.W. to E. within 20° or 25° to zenith.
7	−34	−16	−21	$-23\frac{2}{3}$	„ S. Aurora bright and low down.
8	−14	− 4	−10	− $6\frac{2}{3}$	„ W. Cloudy.
9	− 8	+ 8	− 4	− $1\frac{1}{3}$	Snowed from 8 A.M. to 4 P.M., say 1 inch.
10	+ 8	− 4	−10	− 2	
11	−23	−10	−26	$-19\frac{2}{3}$	Wind N.W. Some flakes of snow falling.
12	−14	− 2	−24	$-13\frac{1}{3}$	
13	−21	− 2	− 2	− $8\frac{1}{3}$	
14	+ 6	+12	+14	+$10\frac{2}{3}$	„ S.W. Cloudy.
15	+ 2	+ 4	+ 2	+ $2\frac{2}{3}$	„ N.
16	+ 6	+20	+ 2	+ $9\frac{1}{3}$	„ N.W. Cloudy.
17	+16	+20	+ 2	+$12\frac{2}{3}$	„ „ „
18	+ 8	+24	+26	+$19\frac{1}{3}$	„ S. Cloudy. Blowing stiffly.
19	+24	+33	+24	+27	„ W. Clear.
20	+26	+35	+24	+$28\frac{1}{3}$	„ W.
21	—	—	—	—	„ N.W.
32	− 4	+10	+ 4	+ $3\frac{1}{2}$	„ W.
23	− 2	+10	− 4	+ $1\frac{1}{3}$	„ S.W. Cloudy.
24	− 6	+20	+10	+ 8	„ N.W. 3 inches of snow fell during the day.
25	− 6	+10	+ 2	+ 2	„ S.W. Clear.
26	− 2	+16	+10	+ 8	
27	− 8	+ 8	+ 3	− 1	
28	− 4	+10	−12	− 2	„ N.
29	− 3	+15	+10	+ $7\frac{1}{3}$	
			Mean -	1·71	N.B.—About 6 inches of snow fell this month.

Meteorological Register, &c.—*continued.*

MARCH 1856.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	+10	+16	+10	+12	Snowing from 10 A.M. to 5 P.M. 2 inches fell.
2	− 2	+16	+ 8	+ 7⅓	
3	+14	+14	+10	+12⅔	Snowing from 6 P.M. to 4 A.M. 2½ inches fell.
4	− 4	+ 8	+ 8	+ 4	Wind west.
5	0	+10	−10	0	Clear, N. and W.
6	−10	+16	+ 6	+ 4	Aurora formed a triple arch of very beautiful appearance from N.W. to N.E.; height of segment about 15°.
7	−12	−10	−24	−15	Aurora low and bright, single arch; N.W. wind.
8	−32	− 4	−26	−20⅓	Calm. Horses taken home that wintered out, fat, but their hoofs much worn.
9	−22	− 2	−20	−14⅔	Wind South. Clear.
10	−24	− 4	− 4	−10⅔	„ W.
11	0	−10	+ 4	+ 4⅔	„ N.W.
12	− 4	+26	+ 6	+ 9⅓	„ N.
13	+ 2	+18	+ 6	+ 8⅔	„ S.W.
14	+ 8	+18	+ 6	+10⅔	„ S.
15	− 4	+16	+ 8	+ 6⅔	„ S.W.
16	− 4	+32	+10	+12⅔	
17	+14	+28	+ 8	+16⅔	„ S.
18	+10	+29	+14	+17⅔	„ S.
19	+14	+34	+12	+20	„ S.
20	+16	+38	+14	+22⅔	„ S.
21	+22	+44	+18	+28	„ S.E. Snow very soft.
22	+18	+38	+34	+30	„ N.W.
23	+30	+14	+ 8	+17⅓	Clear and calm.
24	− 1	+28	+10	+12⅓	Wind N.W.
25	+10	+30	+20	+20	„ N.W. to S.W.
26	+10	+20	+ 1	+10⅓	„ N.W.
27	−15	+16	+ 4	+ 1⅔	
28	− 1	+18	+ 4	+ 7	
29	− 2	+16	+ 4	+ 6	
30	− 6	+28	+10	+10⅔	
31	+20	+34	+38	+30⅔	
			Mean -	+9·09	N.B.—6½ inches of snow fell.

APRIL 1856.

Day of the Month.	Thermometer. 7 A. M.	2 P.M.	9 P.M.	Average.	Remarks.
1	+38	+46	+33	39	Thawing.
2	43	30	20	31	2 geese seen to day, snow very soft, wind north.
3	26	44	34	34⅔	
4	24	48	25	32⅓	
5	23	51	38	37⅓	
6	38	54	44	45⅓	
7	40	54	44	46	
8	44	36	26	35⅓	Wind south these six days, heavy rain, 2 inches fell.
9	12	30	24	22	
10	30	50	14	31⅓	
11	24	20	18	20⅔	
12	16	30	24	23⅓	
13	24	54	38	38⅔	
14	44	62	46	50⅔	Cloudy, sent our horses to the plains.
15	44	52	44	46⅔	Cloudy. Raining all night, 4 inches fell, snow in the evening, 3 inches fell.
16	38	34	32	34⅔	
17	33	34	30	32⅓	Wind N.W., the ice began to break up on the river.
18	29	34	30	31	„ S., clear.
19	36	44	38	39⅓	„ „
20	56	66	44	55⅓	„ „
21	38	58	42	46	Ice driving, frogs were heard to-day for the first time.
22	46	60	40	48⅔	Sturgeon taken in nets in the river.
23	40	60	44	50	Wind S.E.
24	52	54	50	55⅓	„ S., some rain.
25	32	38	33	34⅓	„ N.
26	36	58	48	47⅓	
27	58	50	—	54	„ N.
28	36	58	44	46	„ N. Sowing wheat, frost last night.
29	36	38	44	39²	„ S.E. Cloudy, frost last night.
30	37	57	—	47	
			Mean -	+39 83	

Meteorological Register, &c.—*continued.*

MAY 1856.

Day of the Month.	Thermometer. 7 A.M.	2 P.M.	9 P.M.	Average.	Remarks.
1	44	64	54	54	Busily occupied in sowing wheat.
2	—	—	—	—	
3	—	—	—	—	Whip-poor-will chirping.
4	—	—	—	—	
5	—	—	—	—	
6	—	—	—	—	
7	—	—	—	—	Wheat sowing going on.
8	—	—	—	—	
9	65	84	64	71	Abundance of flowers in the plain.
10	67	74	32	56	½ inch of snow fell.
11	34	43	39	38⅔	Wind north.
12	40	65	54	54⅔	
13	60	70	64	64⅔	
14	59	60	34	47⅔	Wind changed to N. about 12 o'clock, and became cold.
15	31	56	46	44⅓	
16	36	64	49	49⅓	
17	46	75	66	62⅓	
18	75	84	56	71⅔	
19	56	75	54	61⅔	Few drops of rain.
20	56	74	68	66	
21	58	66	58	60⅔	Heavy thunder ; thick clouds; little rain
22	62	76	62	66⅔	
23	64	62	56	60⅔	
24	52	58	58	56	
25	55	65	62	60⅔	
26	62	55	52	56⅓	4 inches of rain fell.
27	52	74	54	60	
28	54	56	52	54	
29	51	61	54	55⅓	
30	58	74	62	64⅔	
31	62	73	63	66	
			Mean -	58·46	N. B.—About 6 inches of snow and rain.

Course.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Total.
North - - -	7	6	8	5	6	3	8	9	2	5	8	3	70
North-East - - -	5	—	1	—	—	2	1	—	—	—	2	2	13
East - - - -	—	—	1	3	1	—	2	—	—	—	1	—	8
South-East - - -	—	1	5	3	3	1	—	—	—	3	4	1	21
South - - - -	5	14	5	11	10	11	10	10	6	10	10	5	107
South-West - - -	3	3	7	2	2	4	2	7	3	2	3	4	42
West - - - -	6	5	4	6	2	3	3	3	6	3	—	2	43
North-West - - -	2	2	1	—	3	1	—	2	9	7	2	1	30

N.B.—June, 1 calm and 1 day variable wind, so light as to be scarcely perceptible.
October, 4 days variable wind.
December, 1 calm day, 4 variable.
February, 3 variable.
March, 1 calm day.
10 days of May enregistered.

(Signed) D. GUNN.

MONTHLY MEANS.

June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.
+69·10	+71·16	+63·03	+59·26	+42·20	+21·19	— 8·31	—10·55	— 1·71	+9·09	+39·83	+58·46

ANNUAL MEAN - - - 34·38.

Summer, 67·76 ; *Autumn*, 40·88 ; *Winter*, 6·85 ; *Spring*, 35·79.

MONTHLY FALL OF RAIN AND SNOW (1855–56).

RAIN.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
0·0	0·0	0·0	6·5	4·0	6·0	12·0	12·5	5·0	0·0	2·5	0·0

Total amount of fall - - - 48·5 inches.

SNOW.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
5·0	6·0	6·5	3·0	2·0	0·0	0·0	0·0	0·0	2·0	7·0	8·0

Total amount of fall - - - 39·5 inches.

ON THE PROGRESS OF THE SEASONS AND STATE OF THE WEATHER AT RED RIVER COLONY, FROM 1ST JUNE 1855 TO 31ST MAY 1856.

1855. June 5th was the coldest day in the month. Thermometer, 7 a.m., 58; 2 p.m., 63; 9 p.m, 56. The 14th was the hottest day. Thermometer, 7 a.m., 72; 2 p.m., 88; 9 p.m., 71. Three inches of rain fell on the 17th, one on the 19th, and six on the 25th.

July 2nd was the coldest. Thermometer, 7 a.m., 56; 2 p.m., 78; 9 p.m., 68: light rain. The 25th was the hottest day. 7 a.m., 87; 2 p.m., 92; 9 p.m., 82. 7th, rain $3\frac{3}{8}$ inches. 10th, rain $\frac{3}{4}$ inches. Thunderstorm on the 17th, rain 3 inches. 26th, 1 inch rain; 29th, 3 inches rain; 30th, 2 inches: total, $14\frac{5}{8}$ inches. Wheat out of the ear. On the 12th hay-cutting commenced. Tabanii and mosquitoes very numerous and troublesome.

August: Coldest day, 29th. Thermometer, 7 a.m., 44; 2 p.m., 68; 9 p.m., 56. The hottest day was the 5th. 7 a.m., 67; 2 p.m., 86; 9 p.m., 76. On the 8th, 5 inches of rain fell; 11th, $5\frac{1}{4}$ inches fell; 14th, 2 inches fell; 27th, $\frac{1}{4}$ inch: total, $12\frac{1}{2}$ inches. Barley harvest commenced about the 1st: wheat harvest on the 15th. Slight frost on the 30th.

September: The coldest day was the 30th. Thermometer average + 48. The hottest day was the 5th. Thermometer, 7 a.m., 70; 2 p.m., 80; 9 p.m., 70. Total of rain during the month, $6\frac{1}{2}$ inches. Finished shearing wheat on the 8th. A few leaves falling. 26th, grey geese flying to the south.

October: The warmest day was the 1st. Thermometer, 7 a.m., 56; 2 p.m., 70; 9 p.m., 58. Some snow fell on the 4th. Taking up potatoes on the 8th. White geese flying to the south, and continued to do so up to the 20th, and a few flocks later than that; all the larger kind of ducks leave about the same time. The decidurus trees are bare of leaves, except the oak and some of the hardier kinds.

November: The 2nd was the warmest day. Thermometer, 7 a.m., 32; 2 p.m, 38; 9 p.m., 36. Two inches and a half of rain fell on the 3rd; five inches of snow fell on the 11th; 12th, river covered over with ice. The coldest day of the month was the 21st, thermometer, 7 a.m., — 12; 2 p.m., + 8; 9 p.m., + 6. Warm weather from the 21st to the end of the month. Seven inches of snow fell during the month. Flocks of snow birds have made their appearance from the north, and all the summer birds are gone.

December: The warmest day was the 6th. Thermometer, 7 a.m., + 22; 2 p.m., + 26; 9 p.m., + 30. The coldest day was the 24th; thermometer, 7 a.m., — 48; 2 p.m., — 30; 9 p.m., — 40. We had six days of very cold weather, including the 23rd and 28th. The wind blew from the north during three days before the severe cold began; during its continuance there was very little wind, and for two of the coldest days it was at the south. Eight inches of snow fell.

1856, January: The warmest day was the 17th. Thermometer, 7 a.m., + 10; 2 p.m., + 22; 9 p.m., + 16. The coldest was the 7th; thermometer, 7 a.m., — 36; 2 p.m., 28; 9 p.m., — 36. Five inches of snow fell. The average cold for this month has not been great; very little wind.

February: Coldest day the 2nd. Thermometer, 7 a.m., — 36; 2 p.m., — 20; 9 p.m., — 34. The warmest day was the 20th; thermometer, 7 a.m., + 26; 2 p.m., + 35; 9 p.m., + 24. Six inches of snow fell. After the 12th, spirits of wine in the glass stood with few exceptions above zero, and the weather has been pleasant.

March: The coldest was the 8th. Seven a.m., — 32; 2 p.m., 24; 9 p.m., — 26. The warmest day was on the 22nd. Thermometer, 7 a.m., + 28; 2 p.m., + 38; 9 p.m., + 34. The thermometer fell during the night a few degrees below zero, but on the whole the weather was pleasant; six inches and a half of snow fell. Much of the snow melted during the month. Barking crows made their appearance about the 20th.

April: Geese made their appearance on the 2nd, and the snow birds left us for the north. The 12th was the coldest day this month: thermometer, 7 a.m., + 16; 2 p.m., + 30; 9 p.m., + 24. Warmest day, 23rd: thermometer, 7 a.m., + 46; 2 p.m., + 66; 9 p.m., + 44. About six inches of snow and five of rain fell. On the 16th the rain began to throw off its winter coat; clear of ice on the 20th. Sturgeon taken in the river in great numbers: the snow all away. Wild fowl to be seen in every direction on the 29th, and sowing wheat commenced.

May: The coldest day, 11th. Thermometer, 7 a.m., + 34; 2 p.m., + 43; 9 p.m., + 39. The warmest day was the 18th: 7 a.m., + 75; 2 p.m., + 84; 9 p.m., + 56. Four inches of rain fell on the 26th. On the 4th whip-poor-will began his serenades. The wheat sown on the 29th has germinated, and given a green appearance to the field. On the 9th wild geese abundant in the plains; maple in leaf; gooseberry bushes the same: finished sowing wheat on the 10th.

1856. Wheat sown in the beginning of May was in the ear on the 13th July, and ripe on the 20th August. The wheat sown on the 29th April was ripe on the 14th August. The hottest day this last summer was the 20th of July. Barley harvest commenced in July; finished cutting wheat on the 28th August; slight frost on the 30th of the same month; potatoes taken up first week of October.

6th September. Flocks of grey geese flying to the south. Premus Americana ripe and very plentiful in the first part of this month, or rather before this month. Flocks of passenger pigeons are in from the north, and leave from the 20th to the last of the month. On the night of the 7th whip-poor-will gave us his parting song. Corugonus lucidus enter the river to spawn. The corugonus albus in Lake Winnipeg commence spawning about the 10th of October, and end about the 1st November.

CHAPTER VII.

THE APPROACHES TO THE VALLEY OF LAKE WINIPEG.—THE ROUTE VIA ST. PAUL, CROW WING, AND PEMBINA.

Kind of Attention the Valley of Lake Winipeg will attract.

309. The valley of Lake Winipeg is separated from the valleys of Mississippi and St. Lawrence by extensive barriers, which have hitherto been instrumental in preserving it from the approach and

ntrusion of civilized races. The time has now arrived when this secluded region is likely to attract a wide spread attention, and inquiry will naturally be turned not only to its own resources, but to its relations in point of geographical position, means of communication with the commercial world, and the opportunities it may supply for establishing a direct line of communication across the continent of America between the Pacific and Atlantic Oceans.

Dimensions of the Valley of the Saskatchewan.

310. The Saskatchewan and the Red Rivers of the north drain an area exceeding 400,000 square miles, and that part of it included within the British Territory lies between the 49th and 55th parallels of latitude, and the 93rd and 115° of longitude west of Greenwich, a European area similarly situated east of the 10th degree of longitude would comprehend very nearly the whole of England and Ireland, part of the German Ocean, the English channel, the north-eastern corner of France, the whole of Belgium and Holland, and the greater part of the valley of the Rhine, together with the Kingdom of Hanover.*

311. The routes by which access is obtained to this great valley lie in the courses of three different water sheds. First: the Hudson Bay routes from the Ocean, inaccessible on account of ice during nine and sometimes ten months in the year. Second: the Lake Superior route, viâ Rainy Lake. Third: the Mississippi valley route, from St. Paul's to Red River. As it is not at all probable that the Hudson Bay routes will ever be selected as permanent means of communication between the great valley and Canada or the United States, further reference to them is unnecessary. The Lake Superior route is described in the foregoing report, and it now remains to glance at the communication with the United States viâ Crow Wing and St. Paul's. This will best be accomplished by a short descriptive narrative in the form of a daily journal of the journey from Fort Garry to Crow Wing.

Pembina.—Village of St. Joseph.

312. On the 19th of October we camped at Pembina, near the mouth of the river of the same name. Whatever may have been the former condition of this village, it is now only a small and scattered collection of log houses situated on the right bank of Red River, in the new territory of Dacotah. The ruins of several good houses, formerly occupied by the Roman Catholic mission, are still to be seen, but in all other respects the town or village and port of Pembina exist only on paper. The few log houses which have given a name and a certain reputation to this village, derived probably from its being a frontier post of far more pretensions than at the present time, still serve for an excuse to attract public attention to the fancied progress of the Americans on this part of the Red River valley. In the late returns for the election of officers in the new State of Minnesota (October 1857), the names of many resident voters are recorded, but it would be a matter of great difficulty to discover their abode now. Some United States dragoons, forming part of an exploring party camped near Pembina two years ago, gave rise to a report which has often appeared in print and on maps, that Pembina is a post garrisoned by United States troops, instead of being a small village containing about a dozen scattered log houses. About a day's journey west of Pembina, the village of St. Joseph is situated, in the territory of Dacotah, and close to the boundary line. It was founded by the Red River half-breeds, who, as I was informed, were induced to settle there to escape the floods of Red River, from which they had suffered or anticipated severe losses. The village has already acquired considerable importance as a depôt for the articles of trade, which are brought by the citizens of the United States from St. Paul's.

Country about Pembina.—Character of the Praries.—Fires in the West.

313. The country about Pembina is very fertile and beautiful. On the west the flanks of the Coteau de Missouri, before noticed, are seen about thirty miles distant, and limit the valley of the river in that direction. On the east side of the river our course lay through a beautiful level prairie dotted with willow bushes for about nineteen miles in a south-east direction, when we struck the first of the "Deux Rivières;" at sunset crossed the river and camped, having travelled twenty-two miles. A very perceptible change in the character of the prairie was observed the next day, on approaching Pine River; the soil consisted of a light vegetable mould; and wherever rain had fallen and collected in little hollows, sand showed itself. Hummocks of aspen and willow relieved the sameness of the scenery; and a distinct rise by ridges, at the base of which the river flowed, was easily recognized. Pine River at the crossing place is about twenty-five† broad; the current rapid. Between Pine River and Rock River the soil preserves its light character, the trail runs for many miles on ancient lake ridges or beaches which are similar in every respect to those observed between the Roseau and Fort Garry. Last night, 13th October, was cold and fine; a few grasshoppers still lingered on the prairies, and their eggs in many places lay in vast numbers on the surface of the ground. The day was beautiful and warm, and, as night approached, the sky in the north-west began to assume a ruddy tinge, and finally a lurid red, produced by the fires in the rich prairies beyond Stony Mountains, at least ninety miles in an air line from Pine River, where we camped.

† Sic.

314. Wednesday, 14th. During the morning we travelled along an ancient lake ridge, doubtless a continuation of one of those which appear some miles east of the settlements on Red River. The ridge is cut by Rock and Serpent Rivers. Prairie hens were seen in great abundance, and numerous flocks of wild geese passed over head. Near Pine River we met the mail borne on the back of a half-breed, who was accompanied by a boy, fifteen or sixteen years old, carrying the blankets and cooking utensils. The mail bearer was ill, and had had no food for two days, having been longer on his journey than he expected, and without a gun to kill the prairie hens which were so abundant on the trail. He carried the mail in a large leather bag by means of a strap passing round his head. He was poorly clothed, wet, and miserable; he had been fifteen days coming from Crow Wing. We gave him some

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* See a short paper on the "Great North-West," by the author of this Report.

buffalo meat and pemican, on the strength of which he hoped to reach Pembina in two days. Serpent River flows between steep sand banks and hills. The soil continues light, and often passing Serpent River is scarcely fitted for arable farms, but might furnish very extensive and excellent sheep pasturage.

The prairies here are altogether destitute of timber, so that this day we were compelled to carry our fuel for cooking purposes from Serpent River to the middle of the plain where we camped for the night.

Red Lake River.—Mode of Crossing.

315. Thursday, 15th. In the morning ice was found in the kettles, but the coolness of the night was not unpleasant. The trail ran for many miles on a perfect level and rounded Lake Ridge, and then descended into a low, rich, wet prairie, towards Red Lake River, 186 miles from Fort Garry by our estimate. Across this fine stream the baggage was passed in two small canoes, the horses swam across, and the carts were hauled with ropes. The valley of Red Lake River is heavily timbered, and will probably become an important stream as the settlement begins to descend Red River north of Graham's Point. The valley of Red Lake River is the war-path of the Sioux and Ojibways, and our half-breeds asked us not unnecessarily to fire off any guns or pistols as long as we were within ten on twelve miles of Red Lake River, that we might not attract the attention of any stray parties of Sioux who might possibly be within hearing.

Absence of Wood.—Smoke of distant Fires.

316. Friday, 16th. Passed over a high prairie, rising at long intervals in steps, and its summit marshy. The breadth of this prairie is about twenty-three miles, and it is terminated by Turtle Creek. No trees are visible; the soil is generally light, and the higher portions gravelly, but in the depression the soil is of the first quality. Boulders of the primary unfossiliferous rocks were observed in great numbers on the north flanks of the ancient lake ridges; met here a caravan of nine carts containing merchandise, which the owners had purchased at St. Paul; they had been twenty-one days coming a distance of 320 miles; their goods are enumerated elsewhere. In the afternoon we arrived at a part of the prairie where the fire had been; as far as the eye could see westward the country looked brown, black, and desolate. The strong north-westerly wind, which had been blowing during the day, drove the smoke from the burning prairies beyond Red River, in the form of a massive wall, towards us; a sight more marvellously grand, and at the same time desolate, could scarcely be conceived than that approaching wall of smoke over the burnt expanse of prairie stretching far away to the west. The upper edge was fringed with rose colour by the rays of the sun it had just obscured, and, as it swept slowly on, the rich rose tints faded with a burnt sienna hue, which gradually died away as the obscuration became more complete, until, though early in the afternoon, and with a cloudless sky towards the east, a twilight gloom began to settle around us, and the rolling folds of smoke swept over the prairie, rapidly enveloping all things in a thin but impenetrable haze; although the sun was still some degrees above the horizon, the light was that of a dim twilight. The prairie hens flew across the trail wildly, and without, as is usual with them, any determined direction: our horses appeared to be uneasy or alarmed, and the whole scene wore an aspect of singular solemnity and gloom. Night came on suddenly, and with a darkness which might be "felt," as we reached the valley of Sand Hill River; here, trusting to the sagacity of our horses, we let them find their way to the stream, on the banks of which we encamped. During the night the horses were very restless, often galloping suddenly among the carts and tents, and at no time appearing to venture far from the camp.

317. Saturday, 17th. The wind had changed during the night, and morning brought a bright and brilliant sky, with a sharp frost; met this day a caravan of six carts, nineteen days from St. Paul; they were private Red River speculators, and were laden with ploughs, whiskey, stoves, scythes, &c. Ice was observed in the ponds, and at our camp it was found about a quarter of an inch thick in the kettles which were exposed. Numerous pelicans were seen flying south, besides wild geese. The trail this day lay through a fertile rolling prairie, intersected by sandy ridges; the slopes were very rich; the valleys wet. Here we saw the Height of Land Hills, about twenty-five miles off: arrived at Rice Creek, and camped on a hill near it.

The Height of Land.

318. Sunday, 18th. Rose half an hour before daybreak: ice in the kettles; wind from the north, and a slight snowstorm at 9 a.m. Passed Rice River, and crossed an undulating prairie about twenty miles broad, to the foot of the low range of hills constituting the height of land; vast flocks of wild geese and ducks flying southward; reached the height of land at 4 p.m., and camped three miles on the undulating plateau which forms the dividing ridge. Monday, 19th. A heavy snowstorm during the night; wind strong and very cold; ice half an inch thick in the kettles, two yards from the fire; the trail continued through a very beautiful rolling plateau, with clumps of wood here and there, and lakelets between the hills. Camped at noon near the edge of the southern slope; the wind continued cold, and running on foot, driving the horses before us, was found to be far preferable to riding on horseback. Even up the summit of the southern slope the aspect of the country begins to change, and prettily wooded lakes become numerous, affording in summer most delightful variety of scenery. The soil, however, is light, and not favourable for cultivation. Camped at Forty-fourth Lake, about 110 miles from Crow Wing.

Tuesday, 20th. The country passed though to-day is extremely beautiful, the soil good, timber and prairie being about in equal quantities. The grackle in countless numbers were seen passing south; the lakes were alive with ducks, geese, and several other kinds of water fowl, recalling to mind the appearance of the ponds in Red River and the Assiniboine. In the woods we met sixteen carts from St. Paul, bound to St. Joseph's, and laden with tea, sugar, powder, and dry goods. We descended the successive steps of the southern slopes rapidly, and soon reached a warmer climate; passed little Red River at noon; camped in the middle of the prairie, aud heard during the night the barking of dogs, indicating our approach to settlements. The prevailing character of the soil hitherto is light; the country is beautiful.

319. Wednesday, 21st. A hard frost during the night; at 2 p.m. we arrived at a house near Leaf River, called by its occupants Leaf City, and so represented on the country map; it is within a few miles of Ottertail City, on Ottertail Lake. Ottertail City contains half-a-dozen log houses, and is intended by its present proprietors to become a town of importance. Leaf River connects the waters which flow into Red River with those which seek the Mississippi basin, and during seasons of high water a canoe can pass from one waterlick to the other without difficulty. South of Leaf River the country becomes rolling with deep valleys and extensive swamps between the hills. Leaf River is fringed with a magnificent forest; smoke from the west begins again to be visible.

320. Thursday, 22nd. Camped seven miles from Crow Wing River, and during the day met some French Canadian emigrants (two families) bound to Red River from near Montreal. On the next day, after passing through a poor country, we arrived at Crow Wing River, where we found a store well stocked with goods, which the enterprising owner said he had brought there for the benefit of the Red River people; he thinks he will be able to drive a very profitable trade with them. Our road lay now through pine woods and swamps, which continue for eight miles, until within twenty-five miles of Crow Wing. The communication through these swamps is wretched, but there is every prospect of the State constructing a new road next year. Reached Crow Wing at sunset, Saturday, the 24th October, having been sixteen days out from Fort Garry. The subjoined table of distances affords a close approximation to each day's journey. Crow Wing is a small new town, depending chiefly upon the pineries in its neighbourhood for support, as well as upon the prospect of a road between it and Superior City. Its position in relation to Lake Superior and the valley of Red River is thought to be very favourable, and all seem to think that a plank road from Superior City to Crow Wing, not exceeding 120 miles in length, would secure the trade of the valley of Lake Winnipeg. The distance between Fort Garry and Superior City, viâ Crow Wing, is 522 miles, and from Fort Garry to Fort William, by the route of a winter road, 456.

TABLE OF ESTIMATED DISTANCES.

Fort Garry	0	Sand Hill River	216
Stinking River	9½	Rice Creek	242
Scratching River	37½	Rice River	247
Plum River	51	Plateau of dividing ridge	270
Pembina	70	Buffalo Creek	279
First of the two rivers to the upper crossing	95	Forty-fourth Lake	310
		Little Red River	320
Little Bridge Creek	104	109th mile stone from Fort Rupley	329
Middle River	110	Rush Lake	338
Second of the two rivers	114	Seventy-seventh-mile Lake	361
Pine River	136	Seven miles east of Leaf River, 62½ miles from Crow Wing	376
Rock River	142		
Serpent River	147	Twenty-four miles from Crow Wing	403
Middle of Prairie	160	Crow Wing	428
Red Lake River	186	St. Paul's	558
Turtle Creek	212		

CHARACTER OF THE COUNTRY WEST OF THE MISSISSIPPI AND SOUTH OF THE GREAT MISSOURI ROAD.

321. Very erroneous impressions respecting available areas of cultivable land west of the Mississippi have been widely promulgated, and now find a firmly seated place in the popular mind. No fact, however, has been better established by the admirable surveys made under the auspices of the Government of the United States than the one which limits, humanly speaking, the future westward invasion of the wilderness by the pioneers of farming industry.

322. "The progress of settlement, a few miles west of the Upper Missouri River and west of the "Mississippi, beyond the 98th degree of longitude, is rendered impossible by the conditions of climate "and soil which prevail there." "The rocky mountain region, and the sterile belt east of it, occupies an "area about equal to one-third of the whole surface of the United States, which, with our present know-"ledge of the laws of nature, and their application to economical purposes, must ever remain of little "value to the husbandman."* The progress of settlement must necessarily be up the valley of the Mississippi, and on and up the banks of the Missouri. The explorations for the Pacific railroad, and the meteorological investigations carried on under the direction of the surgeon-general of the United States army, show conclusively that no settlement of any importance can be established over a vast extent of country, many hundred miles broad, on the eastern flank of the Rocky Mountains, and south of the great bend of the Missouri. Owing to the absence of rain, the apparently great rivers, the Platte, the Canadian, the Arkansas, &c., are often converted into long detached reaches or ponds during the summer months, and forbid extensive settlements, even on their immediate banks. This great and important physical fact is contrary to popular opinion, which is mainly based upon an inspection of a map, and guided by the glowing but utterly erroneous descriptions which are periodically circulated about the wonderful fertility of the far west, and its capability of sustaining a dense population.

323. The arid districts of the Upper Missouri are barren tracts, wholly uncultivable from various causes.† The arid plains between the Platte and Canadian Rivers are in great part sand deserts. The sage plains, or dry districts, with little vegetable growth, except varieties of artemesia, begin in the western border of the plains of the eastern rocky mountain slope, and cover much the larger

* Dr. Henry (Smithsonian Institution).

† From a short paper on the Great North-West by the Author of this Report.

portion of the whole country westward.* The sterile region on the eastern slope of the Rocky Mountains begins about 500 or 600 miles west of the Mississippi, and its breadth varies from 200 to 400 miles; and it is then succeeded by the Rocky Mountain range, which, rising from an altitude of 5,200 in lat. 32°, reaches 10,000 feet in lat. 38°, and declines to 7,490 feet in lat. 42° 24, and about 6,000 feet in lat. 47°. Along this range isolated peaks and ridges rise into the limits of perpetual snow, in some instances attaining an elevation of 17,000 feet. The breadth of the Rocky Mountain range varies from 560 to 900 miles. The soil of the greater part of the sterile region is necessarily so from its composition, and, were well constituted for fertility, from the absence of rain at certain seasons. The general character of extreme sterility likewise belongs to the country embraced in the mountain region.† The table subjoined is capable of conveying a very good idea of the great barrier to the westward progress of settlement, which lies between the Mississippi valley and the Pacific slope of the Rocky Mountains. It is extracted from a table, showing the lengths, sums of ascents and descents, &c., of the several routes surveyed for a railroad from the Mississippi to the Pacific, and published in the Explorations and Surveys before quoted.

324. This table shows that the least distance of uncultivable land, through which a railway from the Mississippi to the Pacific must pass in the United States' territory, exceeds 1,200 miles in length, a barrier sufficient to arrest the general progress of settlement for very many years to come, in a course due west of the Mississippi:

—	Length of Railway.	Number of miles of route through arable land.	Number of miles of route through lands generally uncultivable, arable soil being found in small areas.	Number of square miles of sums of areas of largest bodies of arable land in uncultivable regions.
	Miles.			
Route near the 47th and 49th parallel - -	1,864	374	1,490	1,000
„ „ 41st and 42nd „ - -	2,032	632	1,400	1,100
„ „ 38th and 39th „ - -	2,080	620	1,460	1,100
„ „ 35th „ - -	1,892	416	1,476	2,300
„ „ 32nd „ - -	1,618	408	1,210	2.300

325. The only direction which remains for an extensive free soil settlement, in and near the United States, is northwards, partially along the immediate banks of the Missouri, about the head waters of the Mississippi, and towards the valley of the Red River and the Saskatchewan. The popular impression that immense areas of land available for the purposes of agriculture lie between the Missouri and the Rocky Mountain chain has, as before stated, been completely refuted by the explorations and surveys for the Pacific railroad. The now well-ascertained aridity of the climate, and its natural consequence, sterility of soil, both continue to confirm the title of "The Great American Desert," given by the early explorers of the eastern flank of the Rocky Mountains to that extensive region of country. This important fact cannot fail to exercise a powerful influence upon the occupation of British territory. North of the 49th parallel of latitude, and on the sources from which that occupation will flow, a considerable part of the region lying between the Skayenne River (a tributary of Red River), and Mouse River (a distance of 150 miles), is, moreover, scarcely fitted for continuous settlement, owing to the absence of wood, and the constant occurrence of brackish or salt water lakelets. In the event of the construction of the Pacific railroad near the 49th parallel, along the line surveyed by Governor Stevens, wood for building and fuel on the proposed line of road for a distance of 400 miles would have been obtained from the only sources of supply on Red River and Mouse River.‡

326. In an article on meteorology in its connexion with agriculture, by Prof. Joseph Henry, Secretary to the Smithsonian Institution, published in the Patent Office Report for 1856, the following statement relating to the states and territories bordering the Mississippi is introduced:—"The time is at "hand when scientific agriculture can no longer be neglected by us; for however large our domain "really is, and however inexhaustible it may have been represented to be, a sober deduction from the "facts which have accumulated during the last few years will show that we are nearer the confines of "the healthy expansion of our agricultural operations over new ground, than those who have not paid "definite attention to the subject could readily imagine. We think it will be found a wiser policy to "develope more fully the agricultural resources of the states and territories bordering on the Missis-"sippi, than to attempt the further invasion of the sterile waste that lies beyond." And, again, in the same article, the subjoined passage occurs:—"We have stated that the entire region west of the 98th "degree of west longitude, with the exception of a small portion of western Texas, and the narrow "border along the Pacific, is a country of comparatively little value to the agriculturist; and perhaps "it will astonish the reader if we direct his attention to the fact, that the line which passes southward "from Lake Winipeg to the Gulf of Mexico will divide the whole surface of the United States into nearly "two equal parts. This statement, when fully appreciated, will serve to dissipate some of the dreams "which have been considered realities, as to the destiny of the western part of the North American "continent. Truth, however, transcends even the laudable feelings of pride of country, and in order "properly to direct the policy of this great confederacy, it is necessary to be well acquainted with the "theatre on which its future history is to be enacted, and by whose characters it will be mainly shaped."

327. The climate of the valley of the Saskatchewan is repeatedly referred to in the lately issued work by Lorin Blodget, on the climatology of the United States and of the temperate latitudes of the

* Page 684, Army Meteorological Register, U.S.
† Explorations and Surveys for a Railway Route from the Mississippi River to the Pacific Ocean, page 6.
‡ Explorations and Surveys, page 40.

North American continent.* This distinguished meteorologist, although advancing peculiar theoretical views in relation to the causes which determine particular climates, appears to be much impressed with the great importance of the north-western portion of this continent. The following extracts will show the light in which the vast British possessions west of Lake Superior are regarded by this author, and the manner in which the attention of the American people is called to their importance:—"Next is the "area east of the Rocky Mountains, not less remarkable than the first for the absence of attention "heretofore given to its intrinsic value as a productive and cultivable region, within easy reach of "emigration. This is a wedge-shaped tract, ten degrees of longitude in width at its base along the "forty-seventh parallel, inclined north-westward to conform to the bend of the Rocky Mountains, and "terminating not far from the sixtieth parallel in a narrow line, which still extends along the "Mackensie for three or four degrees of latitude, in a climate bearly tolerable. Lord Selkirk begins "his efforts at colonization here as early as 1805, and from personal knowledge he then claimed for "this tract a capacity to support thirty millions of inhabitants.

328. "All the grains of the cool temperate latitudes are produced abundantly. Indian corn may be "grown on both branches of the Saskatchewan, and the grass of the plains is singularly abundant and "rich; not only in the earliest period of exploration of these plains, but now, they are the great resort "for buffalo herds, which, with the domestic herds and the horses of the Indians and the colonists, "remain on them and their woodland borders through the year. The simple fact of the presence of "these vast herds of wild cattle on plains at so high a latitude is ample proof of the climatological and "productive capacity of the country. Of these plains and their woodland borders the valuable surface "measures fully five hundred thousand square miles."

"In various parts of the present work, references have been made to the leading incidents of natural "capacity and of actual growth in the north-western districts; it is not necessary to repeat these here, "and the present purpose is only to direct attention to the development in that quarter, as one offering "clearly the greatest field in which natural advantages await the use of civilized nations. The reason "for most of the previous and present neglect of this region lies in mistaken views of its climate, and "the peculiarities of much of the Lake Superior district are such as to perpetuate the mistake. . . . "In every condition forming the basis of national wealth, the continental mass lying westward and "north-westward from Lake Superior is far more valuable then the interior in lower latitudes, of which "Salt Lake and Upper New Mexico are the prominent known districts."

329. "The history of this north-western district has an unusual interest also, though its details "are meagre. French traders ranged the fertile plains of the Red River and Saskatchewan nearly "two centuries since, and the rich trade in furs and peltries has for so many years been constantly "gathered from the surrounding tracts, through that as a central area. This occupation was coeval "with the Spanish occupation of New Mexico and California, and but for the pernicious views entailed "by the fur traffic as to the necessity of preserving it in a wilderness, it would long since have been "open to colonization. The Hudson's Bay and North-west Companies had a gigantic contest for "possession after the French had given way to British dominion in Canada, and both these companies "at last concentrated their strength on efforts to preserve this wilderness and to crush the infant "colony of Lord Selkirk. The whole space designated here the north-west is, however, the joint "possession of the United States and Great Britain, not only in territorial title, but in all the incidents "of development. Its commercial and industrial capacity is gigantic, and one which it is the highest "interest of both Governments to bring out at the earliest moment."

The well-established facts in relation to the sterility of the Far West beyond the Mississipi have a most important bearing upon Red River and the whole valley of Lake Winipeg. The northern slope of the American continent acquires a new and greatly enhanced political importance in view of the limits which nature has established to the formation of new states and territories west of the Mississipi; and no one who dispassionately considers the question of the march and progress of settlement can fail to appreciate the importance which properly belongs to the region drained by the rivers flowing into Lake Winipeg.

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APPENDIX.

No. I. †

PHENOMENA INDICATING THE PROGRESS OF THE SEASONS AT FORT WILLIAM, LAKE SUPERIOR, IN THE YEAR 1840.

February 29th. Thermometer at noon rose to 39° F.

March 1st. Temperature 61° in the middle of the day. On the 27th a grey hawk, and on the 31st a barking crow (Corvus Americanus), were seen.

* Climatology of the United States and of the temperate latitudes of the North American Continent, embracing a full comparison of these with the Climatology of the temperate latitudes of Europe, Asia, &c., &c., &c.; by Lorin Blodget, Philadelphia: T. B. Lippincott & Co., 1857.

† Extracted from Sir John Richardson's Arctic Searching Expedition.

April 1. The sap of the sugar maple began to run; on the 4th small holes began to perforate the ice; on the 9th the first wild ducks of the season came; and on the 10th, butterflies, blue flies, and gulls were noticed; 20th, the general thaw commences at this period; ground frozen to the depth of three feet nine inches; 21st, Anser Canadensis, and Anas boschas and mergansers frequenting the neighbourhood; heard a nightingale (tendus?); 30th, river partially open.

May 2nd. River free of ice; bay of the lake full of drift ice; 6th, Anser hyperboreus passing in flocks; 8th, mosquitoes seen; 10th, the birch tree and maple budding.

June 15th. Swallows building in the outhouses; 17th, sturgeons spawning in the rapids of the river; 19th, Catastomi beginning to descend the river from the rapids; 21st, Conegonus lucidus comes to the entrance of the river in shoals.

July 3rd. The Canagini have left the mouth of the river; 15th, barley just coming into ear; potatoes in flower; the Lepus Americanus having its second litter of young; 31st, raspberries ripening.

August 8th. Red currants and blueberries (vaccineum) perfectly ripe; 10th, reindeer begin to rut; 19th, barley ripening; 19th, peas quite ripe; 31st, the swallows have disappeared.

September 2nd. Reindeer rutting season ends; on the 7th the leaves of the birch and aspen change colour; 10th, small trout begin to spawn; 13th, potatoes, cabbages, turnips, and cauliflowers nipped by the frost; 14th, a few ducks arriving from the north; 16th, the first stock ducks arrived from the north this autumn; 20th, small trout spawning abundantly on the shoals; 23rd, the orioles have departed for the south; 30th, Conigonus lucidus at this date begins to spawn in the rapids of the river.

October 8th. The large trout begin to spawn in the lake at the Shaquinah Islands, they cease on the 18th; thunder; 7th, leaves of the birch and aspen falling; 10th, the Conigonus lucidus has ceased spawning in the rapids; 14th, thunder; Anser hyperboreous arriving from the north; 15th, passing in large flocks; 20th, hail, thunder, and lightning; plovers, divers, snipes, orioles, geese, and ducks in the neighbourhood; on the 31st snow birds begin to arrive from the north.

November 3rd. The small lakes frozen over; on the 9th the river Kaministiquia covered by a sheet of ice, which broke up again; 21st, the spawning season of the conegonus albus terminates.

December 1st. Ice driving about on the lake with the wind. On the 17th, the bay was frozen across to the Welcome Islands.

No. 2.

BRIEF NOTICES OF THE FUR-BEARING ANIMALS IN RUPERT'S LAND AND CANADA.*

Hudson's Bay Sable (Mustela Canadensis). The sable skins next in repute to the Russian are those imported by the Hudson's Bay Company, of which no less than 120,000 are annually brought into this country; as the natural colour of the skins is much lighter than the prevailing taste, it is the practice to dye many of them a darker colour, and the furs thus treated are scarcely inferior to the natural sable.

Fisher. There are about 11,000 of these skins annually brought to this country from North America; they are larger than the sables, and the fur is longer and fuller; the tail is long, round, and full, gradually tapering to a point, and quite black; a few years since it formed the common ornament to a national cap worn by the Jew merchants of Poland, and at that time was worth 6*s.* to 9*s.*, but its present value does not exceed 6*d.* to 9*d.*

Mink (Mustela mison). There were 245,000 skins of this little animal brought to this country last year from the possessions of the Hudson's Bay Company and North America; the fur resembles the sable in colour, but is considerably shorter and more glossy; it is a very desirable and useful fur, and is exported in large quantities to the continent.

North American Skunk (Mephitis Americanus). The skins known under this name are imported by the Hudson's Bay Company; the animal from which they are taken is allied to the polecat of Europe, and from the fætor it emits when attacked, which has been known to affect persons with sickness at a hundred yards' distance, has received the soubriquet of "*enfant du diable*;" it has a soft black fur, with two white stripes running from the head to the tail, which is short and bushy; the skins, though imported into England, are usually re-exported to the continent of Europe.

Musquash or muskrat (Fiber zebethicus). The animal known under this name is found in great numbers in North America, frequenting swamps and rivers, and like the beaver, building its habitations of mud with great ingenuity. Dr. Richardson states that it has three litters of young in the course of the summer, producing from three to seven at a litter. The animal has a peculiar smell similar to that of musk; but it must not be mistaken for the animal from which the musk of commerce is procured, which is a native of Thibet. About one million skins are brought to this country annually; the fur resembles that of the beaver, and is used by hat manufacturers; the skins are also dyed by the furrier, and manufactured into many cheap and useful articles.

Beaver (Castor Americanus). Beaver skins are imported by the Hudson's Bay Company in less quantities than formerly. The use of the fur in our hat manufactories has greatly diminished since the introduction of silk hats, and a considerable depreciation has taken place in their value. This beautiful fur is sometimes used for articles of dress. In order to prepare the skins for this appropriation, the coarse hairs are removed and the surface is very evenly cut by an ingenious machine, somewhat similar to that used in dressing cloth. The fur thus prepared has a beautiful appearance, not unlike the costly South Sea otter, and has the advantage of lightness, with durability and cheapness.

Otter (Lutra vulgaris, Lutra Canadensis). The large supply of otter skins used by the Russians and Chinese is derived principally from North America. The quality of the fur is in most respects similar to the otter of the British Isles, of which there are about 500 skins collected annually. This animal has frequently been tamed, and from its extreme agility in the water, has been rendered serviceable in catching fish for the use of its owner. The American otter is much larger in size than the

* From the Report of the Jurors, Exhibition of all Nations, 1851.

European, being about five feet from the nose to the tip of its tail; a smaller variety abounds in the West Indies, the fur of which is very short.

Fox.—Of fox skins brought to this country there are many varieties; the black and silver foxes Vulpes fulvus, var. argentatis) from the Arctic regions are the most valuable. Many of the skins in the exhibition are worth from ten to forty guineas. They are purchased for the Russian market, being highly prized in that country. The cross and red foxes (Vulpes fulvus) are used in this and other countries for ladies' dresses.

Wolverine (Gulo luscus)—This animal, which is only met with in North America, Norway, and Sweden, is now generally considered by zoologists as identical with the glutton of old writers. It is extremely mischievous to the fur trader, and will follow the marten hunter's path round a line of traps, extending forty or fifty miles, merely to come at the baits. The fur is generally dark nut brown passing in the depth of winter almost into black, and is chiefly used in Germany and other northern countries for cloak linings.

Bear (Ursus).—There are several descriptions of bear skins used by the furrier. The skin of the black bear of North America (Ursus Americanus) is used in this country for military purposes, for rugs, and carriage hammer-cloths. In Russia it is frequently manufactured for sleigh coverings, and the skin of the cub bear is highly valued for trimmings and coat linings. That of the grey bear (Ursus ferox) is applied to similar uses. That of the white Polar bear, of which the supply is very limited, is frequently made into rugs, bordered with the black and grey bear skins. The fur of the brown or Isabella bear (Ursus Isabellinus) has frequently been very fashionable in this country, where its value has been tenfold the present price. It is still considerably used in America for various articles of ladies' dress.

The Hudson's Bay rabbit is beautiful in the length and texture of its fur, but the skin is so fragile, and the fur so liable to fall off with slight wear, that it has little value as an article of dress. The white Polish rabbit is a breed peculiar to that country; its skin is often made into linings for ladies cloaks, and being the cheapest and most useful fur for that purpose, the animal is imported in great numbers.

Racoon (Procyon lotor).—The racoon is an inhabitant of North America; the skins are imported into this country in immense numbers, but meeting with no demand for our home trade, are re-exported by merchants, who purchase them at the periodical sales. They are used throughout Germany and Russia for lining shubes and coats, and being of a durable nature, and moderate in price, are esteemed as one of the most useful furs.

Common Badger (Meles vulgaris), American badger (Meles Labradorica).—The skin of the European badger, from the wiry nature of its hair, is generally used for the manufacture of superior kinds of shaving brushes, but the skins exported from North America have a soft fine fur, which renders them suitable for many purposes for which the larger furs are used.

Canada Lynx (Felis Canadensis), Lynx cat (Felis rufa).—The fur of the lynx is long, soft, and of a greyish colour, sometimes, as in the Norway lynx, covered with brown spots; the belly is white, silky, and not unfrequently spotted with black. The change of fashion has for some time discarded it from this country, but it is dyed, prepared, and exported in considerable quantities for the American market, where it is much valued and admired. It is generally used for cloaks, linings, and facings, for which purposes it is very appropriate, being exceedingly soft and light.

No. 3.

TABLE OF THE IMPORTS AND EXPORTS (ENGLAND) OF SKINS ADAPTED FOR FURS.

——	Total Importations into England.	Exported.	Consumed in England.	——	Total Importations into England.	Exported.	Consumed in England.
Racoon - -	525,000	525,000	None.	Otter - -	17,000	17,500	None.
Beaver - -	60,000	12,000	48,000	Fur Seal - -	15,000	12,500	2,500
Chinchilla - -	85,000	30,000	55,000	Wolf - -	15,000	15,000	None.
Bear - - -	9,500	8,000	1,500	Marten, Stone and Brown - -	120,000	5,000	115,000
Fisher - -	11,000	11,000	None.	Squirrel - -	3,000,000	100,000	2,900,000
Fox—Red - -	50,000	50,000	„	Fitch - -	65,091	28,276	36,815
„ Cross - -	4,500	4,500	„	Kolinski - -	53,410	200	53,210
„ Silver - -	1,000	1,000	„	Ermine - -	187,104	None.	187,104
„ White - -	1,500	500	1,000	Rabbit - -	120,000	„	120,000
„ Grey - -	20,000	18,000	2,000	Wolverine - -	1,200	1,200	None.
Lynx - -	55,000	50,000	5,000	Skunk - -	1,200	1,200	„
Marten - -	120,000	15,000	105,000	Sea Otter - -	100	100	„
Mink - -	245,000	75,000	170,000				
Musqwash - -	1,000,000	150,000	850,000				

No. 4.

CATALOGUE OF THE QUADRUPEDS OF RUPERT'S LAND.*

1.—*Shrews.*

1. Sorex pachyrus	- Baird	- Thick-tailed Shrew.
2. Sorex fasteri -	- Rich.	- Forster's Shrew.
3. Sorex Richardsonii	- Bachm.	- Richardson's Shrew.
4. Sorex Cooperi	- Bach.	- Cooper's Shrew.
5. Sorex palustris	- Rich. -	- Marsh Shrew.
6. Sorex parvus -	- Say. -	- Least Shrew.
7. Sorex palustris	- Rich. -	- Marsh Shrew.
8. Sorex parus -	- Say. -	- Least Shrew.

2.—*Moles.*

9. Scalops argentatus	- And. S. Bach.	Silvery Mole.
10. Condylura cristata	- M. -	- Star-nosed Mole.

* See a Catalogue of North American Animals by S. F. Baird, Assistant Secretary of the Smithsonian Institution.

3.—*Cats.*

11. Lynx rufus - - Raf. - - Wild Cat.
12. Lynx Canadensis - Raf. - - Canada Lynx.

4.—*Wolves.*

13. Canis occidentalis - - - White and Grey Wolf.
14. Canis nubibus - - - Dusky Wolf.
15. Canis latrans - Say. - - Prairie Wolf.

5.—*Foxes.*

16. Vulpus fulvus - - - Red Fox.
17. Vulpus decussatus - - - Cross Fox.
18. Vulpus argentatus - - - Silver Fox.
19. Vulpus macrowrus - Baird - - Prairie Fox.
20. Vulpus velox - A. & Bach. - Kit Fox.
21. Vulpus, Virginianus - - - Grey Fox.

6.—*Martens.*

22. Mustela peunautic - Erxl. - - Fisher.
23. Mustela Americana - Tur. - - Pine Martin.

7.—*Weasels.*

24. Putorius pusillus - A. & Bach. - Least Weasel.
25. Putorius Cicognanii - - - Small Brown Weasel.
26. Putorius Richardsonii - Bp. - - Little Ermine.
27. Putorius longicauda - Rich. - - Long-tailed Weasel.
28. Putorius sison - Rich. - - Brown Mink.
29. Putorius nigrescent - A. & Bach. - Little Black Mink.

8.—*Wolverine.*

30. Gulo luxus - Sab. - - Wolverine.

9.—*Otter.*

31. Lubra Canadensis - Sab. - - American Otter.

10.—*Skunks.*

32. Mephites mephitica - - - Common Skunk.

11.—*Badger.*

33. Taxidea Americana - Waterh. - Missouri Badger.

12.—*Racoon.*

34. Procyon lotor - - Storr. - - Common Racoon.

13.—*Bears.*

35. Ursus horibilis - - - Grizzly Bear.
36. Ursus Americanus - Pallus - Black Bear.
37. Ursus Cumamoneus - A. & Bach.

14.—*Possum.*

38. Didelphys Virginiana - Shaw - - Possum.

15.—*Squirrels.*

39. Scuirus Carolinensis - Gm. - - Grey Squirrel.
40. Scuirus Hudsonius - Pal. - - Red Squirrel.
41. Scuirus Richardsonii - Bach. - - Richardson Squirrel.
42. Pteromys volucello - - - Flying Squirrel.
43. Pteromys Hudsonius - Fischer - Northern Flying Squirrel.
44. Pteromys Alpinus - - - Rocky Mountain Squirrel.
45. Tamias striatus - - - Chipmonk.
46. Tamias quadrivittatus - - - Missouri Striped Squirel.
47. Spermophilus Franklini - - Grey Gopher.
48. Spermophilus trideum lineatus - - A. & Bach. - Prairie Squirrel.
49. Spermophilus Richardsonii - - - - Yellow Gopher.
50. Spermophilus Townsendii - - Bach. - - Townsend's Spermophile.

Thomomy's talpoids, Male Gopher.

16.—*Dog.*

51. Cynomys ludoricianus - - - Prairie Dog.

17.—*Ground Hog—Marmot.*

52. Arctomys monax - Gnulin - Ground Hog.
53. Arctomys flaviventio - - - Yellow-footed Marmot.
54. Arctomys prinnosus - Guie - - Hoary Marmot.

19.—*Beaver.*

55. Castor Canadensis - - - American Beaver.

20.—*Gopher.*

56. Geomys bursarius - Rich. - - Pouched Gopher.
57. Thomymys rufescens - Maxim. - Fort Union Gopher.

21.

58. Mus decemanus - Pall. - - Brown Rat.
59. Mus rattus, L. - - - Black Rat.
60. Mus musculus, L. - - - Common Mouse.
61. Jaculus Hudsonius - - - Jumping Mouse.
62. Hesperomys leucopus - Wag. - - White-footed Mouse.
63. Hesperomys myoides - - - Hamster Mouse.
64. Hesperomys sonoriensi Leunte.
65. Hesperomys cucogaster - - Missouri Mouse.
66. Neotoma floridana - Say. - - Wood Rat.
67. Neotoma cinerea - - - Rocky Mountain Rat.
68. Arvicola gapperi - Vigors - Red Barked Mouse.
69. Arvicola riparia - Ord. - - Bank Mouse.
70. Arvicola austera - Leunte - Prairie Meadow Mouse.
71. Arvicola Cumamonea - Baird.
72. Arvicola Naydenii - Baird.
73. Arvicola borealis - Rich.
74. Arvicola Drummondii And. & Bach.
75. Arvicola Richardsonii - Dekey.
76. Arvicola xauthognathus Leach.
77. Liber Zebethicus cur - - - Musk Rat.

22.—*Porcupine.*

78. Erethiron dorsatus - - - White-haired Porcupine.
79. Erethizon expianthus - Brandt. - Yellow haired Porcupine.

23.—*Hares.*

80. Lepus Americanus - Erxl. - - Northern Hare.
81. Lepus campestris - Bach. - - Prairie Hare.
82. Lepus sylvaticus - Bach. - - Grey Rabbit.
83. Lepus artemesia - Bach. - - Sage Hare.

24.

84. Alce Americanus - Jardine - American Moose.
85. Rangifer Caribou - - - Woodland Caribou.
86. Rangifer graenlandicus - - Barren-ground Caribou.
87. Cervus Canadensis - Erxl. - - American Elk.
88. Cervus Virginianus - Bod. - - Virginia Deer.
89. Cervus lencurus - Dougl. - White-tailed Deer.
90. Cervus Macrotus - Say. - - Mule Deer.
91. Antilocapea Americana Ord. - - Prong-horn Antelope.
92. Aplourus montanus - Rich. - - Mountain Goat.
93. Ovis montana - Cew. - - Bighorn.
94. Bos Americanus - Guellin. - American Buffalo.

No. 5.

THE BUFFALO DOMESTICATED.*

"The herd of buffaloes I now possess have descended from one or two cows that I purchased from a man who brought them from the country called the Upper Missouri. I have had them for about thirty years; but from giving them away, and the occasional killing of them by mischievous persons, as well as other causes, my whole stock at this time does not exceed ten or twelve. I have sometimes confined them in separate parks, from other cattle, but generally they herd and feed with my stock of farm cattle; they graze in company with them as gently as the others. The buffalo cow, Is think, go with young about the same time the common cow does, and produce once a year. None of mine ever had more than one at a birth. The approach of the sexes is similar to that of the common bull and cow, under all circumstances and at all times, when the cow is in heat, a period which seems, as with the common cow, confined to neither day nor night, nor any particular season; and the cows bring forth their young, of course, at different times and seasons of the year, the same as our domestic cattle. I do not find my buffaloes more furious or wild than the common cattle of the same age that graze with them.

* Patent Office Report.

"Although the buffalo, like the domestic cow, brings forth its young at different seasons of the year, this I attribute to domestication, as it is different with all animals in a state of nature, I have always heard their time for calving in our latitude was from March until July, and it is very obviously the season which nature assigns for the increase of both races, as most of my calves were from the buffaloes and the common cows at this season. On getting possession of the tame buffaloes I endeavoured to cross them as much as I could with my common cows, to which experiment I found the tame or common bull unwilling to accede, and he was always shy of a buffalo cow; but the buffalo bull was willing to breed with the common cow.

"From the common cow I had several half-breeds, one of which was a heifer. This I put with a domestic bull, and it produced a bull-calf. This I castrated, and it made a fine steer, and when killed produced very fine beef. I bred from this same heifer several calves, and then, that the experiment might be perfect, I put one of them to the buffalo bull, and she brought me a bull-calf, which I raised to be a very fine large animal, perhaps the only one to be met with in the world of this blood, viz.: a three-quarter, half-quarter, and half-quarter of common blood. After making these experiments, I have left them to propagate their blood themselves, so that I have only had a few half-breeds, and they always prove the same, even by a buffalo bull. The full blood is not as large as the imported stock, but as large as the ordinary stock of the country. The crossed, or half-blooded, are larger than either the buffalo or common cow. The hump, brisket, ribs, and tongue of the full and half-blooded are preferable to those of the common beef; but the round and other parts are much inferior. The udder or bag of the buffalo is smaller than that of the common cow; but I have allowed the calves of both to run with their dams upon the same pasture, and those of the buffalo were always the fattest; and old hunters have told me, that when a young buffalo calf is taken, it requires the milk of two common cows to raise it. Of this I have no doubt, having received the same information from hunters of the greatest veracity. The bag or udder of the half-breed is larger than that of the full-blooded animals, and they would, I have no doubt, make good milkers.

"The wool of the wild buffalo grows on their descendants when domesticated, but I think they have less wool than their progenitors. The domesticated buffalo still retains the grunt of the wild animal, and it is incapable of making any other noise; and they still observe the habit of having select places within their feeding grounds to wallow in.

"The buffalo has a much deeper shoulder than the tame ox, but it is lighter behind. He walks more actively than the latter, and I think has more strength than a common ox of the same weight. I have broken them to the yoke, and found them capable of making excellent oxen, and for drawing wagons, carts, or other heavily laden vehicles, on long journeys, they would, I think, be greatly preferable to the common ox. I have as yet had no opportunity of testing the longevity of the buffalo, as all mine that have died did so from accident, or were killed because they became aged. I have some cows that are nearly twenty years old, that are healthy and vigorous, and one of them has now a sucking calf. The young buffalo calf is of a sandy red or rufus colour, and commences changing to a dark brown at about six months old, which last colour it always retains. The mixed breeds are of various colours; I have had them striped with black on a grey ground, like the zebra; some of them brindled red; some pure red, with white faces; and others red, without any markings of white. The mixed bloods have not only produced in my stock from the tame and buffalo bull, but I have seen the half bloods re-producing, viz., those that were the product of the common cow and wild buffalo bull. I was informed that, at the first settlement of the country, cows that were considered best for milking, were the half-blood down to the quarter, and even eighth, of the buffalo blood. But my experiments have not satisfied me that the half buffalo bull will produce again. That the half-breed heifer will be productive from either race, as I have before stated, I have tested beyond the possibility of doubt.

"The domesticated buffalo retains the same haughty bearing that distinguishes him in his natural state. He will, however, feed or fatten on whatever suits the tame cow, and requires about the same amount of food. I have never milked either the full blood or mixed breed, but have no doubt they might be made good milkers, although their bags or udders are less than those of the common cow; yet, from the strength of the calf, the dam must yield as much, or even more milk, than the common cow."

No. 6.

TABLE SHOWING THE PRICES OF PROVISIONS, ETC. FOR THE CANADIAN RED RIVER EXPLORING EXPEDITION, CONTRACTED FOR BY ANDREW M'DERMOTT, ESQ., RED RIVER SETTLEMENT, SEPTEMBER 12, 1857.

60 cwts. flour	-	-	at 25*s.*	sterling.			
40 cwts. beef	-	-	4*d.*	„	per lb.		
15 bags pemican	-		6*d.*	„	„		
10 bales dried meat	-		4*d.*	„	„		
1 keg butter	-	-	1*s.*	„	„		
1½ chests tea, black and green	-	-	4*s.*	„	„		
8 kegs sugar	-	-	1*s.* 6*d.*	„	„		
200 lbs. lard and tallow,			at 6*d.*	sterling	per lb.		
50 lbs. candles	-	-	1*s.*	„	„		
50 bushels potatoes	-		1*s.*	„	„		
50 lbs. cheese	-	-	1*s.*	„	„		
Oak firewood	-	-	6*s.*	„	per load.		
Poplar	-	-	5*s.*	„	„		
Long wood	-	-	2*s.* 6*d.*	„	„		

(Signed) ANDREW M'DERMOT.

No. 7.

EXTRACT OF A LETTER FROM PEGUIS, CHIEF OF THE SAULTEAUX TRIBE AT THE RED RIVER SETTLEMENT, TO THE "ABORIGINES PROTECTION SOCIETY," LONDON.

Many winters ago, in 1812. the lands along the Red River in the Assiniboine country, on which I and the tribe of Indians of whom I am chief then lived, were taken possession of, without permission

of myself or tribe, by a body of white settlers. For the sake of peace, I, as the representative of my tribe, allowed them to remain on our lands on their promising that we should be well paid for them by a great chief. who was to follow them. This great chief, whom we call the silver chief (the Earl of Selkirk), arrived in the spring, after the war between the North-West and Hudson's Bay Companies (1817). He told us that he wanted our land for some of his countrymen, who were very poor in their own country, and I consented, on the condition that he paid well for my tribe's land; he could have from the confluence of the Assiniboine to near Maple Sugar Point, on the Red River, (a distance of twenty or twenty-four miles), following the course of the river, and as far back on each side of the river as a horse could be seen under (easily distinguished). The silver chief told us he had little with which to pay us for our lands, when he made this arrangement, in consequence of the troubles with the North-West Company. He, however, asked us what we most required for the present, and we told him we would be content till the following year, when he promised again to return, to take only ammunition and tobacco. The silver chief never returned, and either his son or the Hudson's Bay Company have ever since paid us annually for our lands only the small quantity of ammunition and tobacco, which, in the first instance, we took as preliminary to a final bargain about our lands. This surely was repaying me very poorly for having saved the silver chief's life, for the year he came here, Guthbert Grant with 116 warriors had assembled at White Horse Plain, intending to waylay him somewhere on the Red River. I no sooner heard of this than I went to Guthbert Grant, and told him if he came out of the White Horse Plain where his warriors were assembled, I should meet him at Sturgeon Creek with my entire tribe, who were then much more numerous than they are now, and stand or fall between him and the silver chief. This had the desired effect, and Mr. Grant did not make the attempt to harm the silver chief, who came as he went, in peace and safety. Those who have since held our lands, not only pay us only the same small quantity of ammunition and tobacco, which was first paid to us as a preliminary to a final bargain, but they now claim all the lands between the Assiniboine and Lake Winipeg, a quantity of land nearly double of what was first asked from us. We hope our Great Mother will not allow us to be treated so unjustly as to allow our lands to be taken from us in that way.

No. 8.

TABLE showing the Number of Indians frequenting the following Establishments of the Hon. Hudson's Bay Company in Rupert's Land and Canada in 1856.*

Post.	Locality.	Department.	District.	Number of Indians frequenting it.
Isle à la Crosse	Rupert's Land	Northe	English River	700
Rapid River	Ditto	Ditto	Ditto	250
Green Lake	Ditto	Ditto	Ditto	120
Deer's Lake	Ditto	Ditto	Ditto	250
Portage la Roche	Ditto	Ditto	Ditto	50
Edmonton	Ditto	Ditto	Saskatchewan	7,500
Carlton	Ditto	Ditto	Ditto	6,000
Fort Pitt	Ditto	Ditto	Ditto	7,000
Rocky Mountain House	Ditto	Ditto	Ditto	6,000
Lac la Biche	Ditto	Ditto	Ditto	500
Fort Assiniboine	Ditto	Ditto	Ditto	150
Fort à la Corne	Ditto	Ditto	Ditto	300
Cumberland House	Ditto	Ditto	Cumberland	350
Moose Lake	Ditto	Ditto	Ditto	200
Isle Pas	Ditto	Ditto	Ditto	200
Fort Pelly	Ditto	Ditto	Swan River	800
Fort Allice	Ditto	Ditto	Ditto	500
Qu'appelle Lakes	Ditto	Ditto	Ditto	250
Shoal River	Ditto	Ditto	Ditto	150
Touchwood Hills	Ditto	Ditto	Ditto	300
Egg Lake	Ditto	Ditto	Ditto	200
Fort Garry	Ditto	Ditto	Red River	7,000 including Whites and Half-breeds.
Lower Fort Garry	Ditto	Ditto	Ditto	
White Horse Plain	Ditto	Ditto	Ditto	
Pembina	Ditto	Ditto	Ditto	1,000 ditto.
Manitoba	Ditto	Ditto	Ditto	200 ditto.
Reed Lake	Ditto	Ditto	Ditto	50
Fort Francis	Ditto	Ditto	Lac la Pluie	1,500
Fort Alexander	Ditto	Ditto	Ditto	300
Rat Portage	Ditto	Ditto	Ditto	500
White Dog	Ditto	Ditto	Ditto	100
Lac de Bonnet	Ditto	Ditto	Ditto	50
Lac de Bois Blanc	Ditto	Ditto	Ditto	200
Shoal Lake	Ditto	Ditto	Ditto	200
Norway House	Ditto	Ditto	Norway House	500
Beren's River	Ditto	Ditto	Ditto	180
Nelson's River	Ditto	Ditto	Ditto	400
York Factory	Ditto	Ditto	Yoak	300
Churchill	Ditto	Ditto	Ditto	400
Severn	Ditto	Ditto	Ditto	250
Trout Lake	Ditto	Ditto	Ditto	250
Oxford House	Ditto	Ditto	Ditto	300
Albany Factory	Ditto	Southern	Albany	400
Marten's Falls	Ditto	Ditto	Ditto	200
Osnaburg	Ditto	Ditto	Ditto	200
Lac Seul	Ditto	Ditto	Ditto	300
Matawagaminque	Ditto	Ditto	Kinoquinisse	250

* From the Parliamentary Report of the Hudson's Bay Company (London).

Table showing the Number of Indians frequenting the following Establishments of the Hon. Hudson's Bay Company, &c.—(*continued*).

Post.	Locality.	Department.	District.	Number of Indians frequenting it.
Kuckatoosh	Rupert's Land	Southern	Kinoquinisse	150
Michipicoten	Canada	Ditto	Lake Superior	300
Batchewana	Ditto	Ditto	Ditto	100
Mamainse	Ditto	Ditto	Ditto	50
Pic	Ditto	Ditto	Ditto	100
Long Lake	Rupert's Land	Ditto	Ditto	80
Lake Nepigeon	Canada	Ditto	Ditto	250
Fort William	Ditto	Ditto	Ditto	350
Pigeon River	Ditto	Ditto	Ditto	50
Lac d'Original	Ditto	Ditto	Ditto	50
Lacloche	Ditto	Ditto	Lake Huron	150
Little Current	Ditto	Ditto	Ditto	500
Green Lake	Ditto	Ditto	Ditto	150
Whitefish Lake	Ditto	Ditto	Ditto	150
Sault Ste. Marie	Ditto	Ditto	Sault Ste. Marie	150
Moose Factory	Ditto	Ditto	Moose	180
Hannah Bay	Ditto	Ditto	Ditto	50
Abitibi	Ditto	Ditto	Ditto	350
New Brunswick	Ditto	Ditto	Ditto	150
Great Whale River	Ditto	Ditto	Eastmain	250
Little Whale River	Ditto	Ditto	Ditto	250
Fort George	Ditto	Ditto	Ditto	200
Rupert's House	Ditto	Ditto	Rupert's River	250
Mistasimy	Ditto	Ditto	Ditto	200
Temiskamay	Ditto	Ditto	Ditto	75
Woswonaby	Ditto	Ditto	Ditto	150
Mechiskan	Ditto	Ditto	Ditto	75
Pipe Lake	Ditto	Ditto	Ditto	80
Nitchequon	Ditto	Ditto	Ditto	80
Kaniapiscow	Ditto	Ditto	Ditto	75
Temiscamingue House	Ditto	Ditto	Temiscamingue	400
Grand Lac	Ditto	Ditto	Ditto	200
Kakabeagino	Rupert's Land	Ditto	Ditto	100
Lake Nepissing	Canada	Ditto	Ditto	130
Hunter's Lodge	Ditto	Ditto	Ditto	100
Temagaminque	Ditto	Ditto	Ditto	100
Lac des Allumettes	Ditto	Montreal	Fort Coulonge	200
Joachim	Ditto	Ditto	Ditto	75
Matawa	Ditto	Ditto	Ditto	100
Buckingham	Ditto	Ditto	Lac des Sables	50
Rivière Desert	Ditto	Ditto	Ditto	100
Lachine House	Ditto	Ditto	Lachine	Whites.
Three Rivers	Ditto	Dilto	St. Maurice	Whites.
Weymontachinque	Ditto	Ditto	Ditto	150
Kikandatch	Ditto	Ditto	Ditto	130
Tadousac	Ditto	Ditto	King's Posts	100
Chicoutimi	Ditto	Ditto	Ditto	100
Lake St. John's	Ditto	Ditto	Ditto	250
Isle Jeromée	Ditto	Ditto	Ditto	250
Godbut	Ditto	Ditto	Ditto	100
Seven Islands	Ditto	Ditto	Ditto	300
Mingan	Ditto	Ditto	Mingan	500
Musquarro	Ditto	Ditto	Ditto	100
Natasquan	Ditto	Ditto	Ditto	100
Fort Nascopie	Rupert's Land	Ditto	Esquimaux Bay	200

No. 9.

COPY OF A LETTER FROM THE RIGHT REVEREND THE LORD BISHOP OF RUPERT'S LAND.

My dear Sir, Bishop's Court, Red River, January 7, 1858.

I am almost afraid any intelligence which I now communicate will be too late to be embodied in your report for the Canadian Government. Your letter from St. Paul's, of 29th October, only reached me by the December mails, and this is my first opportunity of replying to it. It is unfortunate, as it has happened, that the queries had not been left behind when you visited the Red River, so that I might have answered them immediately on my return. In the hope, however, that the information may be of use, although too late for your official report, I now send a short reply to each of the questions submitted to me.

1. We may perhaps take the limits of the settlement as extending from Portage la Prairie to the Indian settlement. Within these boundaries the schools connected with the Church of England are thirteen. They are necessarily more numerous than would under any other circumstances be required by the population, from the houses of the settlers lying along the banks of the two rivers; and not being in the form of a town or village, the children cannot go to school above a certain distance, and the schools have been in consequence multiplied to suit the convenience of the inhabitants. The thirteen are exclusive of the two higher academies for young ladies and boys.

2. The subjects taught must vary considerably from the great difference of capacity in the pupils. The two leading schools would be "St. John's Parochial School," in the upper part of the settlement, and the "Model Training School," connected with St. Andrew's Church. In the former, in addition, to the usual branches, the upper pupils have the opportunity of studying Latin, French, and mathe-

matics. In the Model School, which is taught by a certificated master from Highbury, the senior pupils have also the advantage of instruction in Latin, Euclid, and Algebra. They are thus an approach to the Grammar Schools in Canada. In the other schools, of which St. Paul's is the best example, there is an excellent education afforded in British history, grammar, geography, arithmetic, with the elements of general history. Of course we must be content with much less where the pupils are the children of Indian parents. With them it is difficult to go beyond reading, writing, and arithmetic.

In the Collegiate School many of the pupils make very great progress both in classics and mathematics. Soon after my arrival in the country I was induced to found some scholarships as an incentive to study, and an approximation to what takes place in other countries. To the scholars elected from year to year was assigned a free board and the sum of 10*l.* a year, or in all about 30*l.* per annum. Of these so elected some have done well elsewhere, and reflected credit on their early training. I would only specify among these Mr. Colin C. M'Kenzie, B.A., of St. Peter's College, Cambridge; Mr. Jas. Ross, B.A., who has distinguished himself very highly at the University of Toronto; the Rev. Peter Jacobs, ordained by the Bishop of Toronto, to labour among the Indians on Lake Huron; and the Rev. Robert M'Donald, ordained by myself, to the Missionary Station of Islington, on the Winipeg River. With more advanced pupils the higher classics have been read, such as Æschylus, Herodotus. and Thucydides. The turn of the native mind is, however, more towards mathematics. All attain to excellence in algebra, and acquire it with great ease. All, too, have nationally imitative power, and write and draw well. While I have had great pleasure in carrying on these branches of education, my one feeling of disappointment has been that there is comparatively little opening for those who distinguish themselves in this country in after-life. Yet I have felt that the duty is ours, the event was with God. In the young ladies' school the want of adequate motive to excite to study is felt more in the Collegiate School. They have the opportunity of learning every branch usually taught in such establishments elsewhere, such as French and music, and there is a very great change perceptible in the seven years. Their education is all-important with a view to the training of the next generation, and although the progress may not be visible in their case, the effects will I trust be fully acknowledged when they are settled in life.

3. In the thirteen schools there may be about six hundred, from that to seven hundred. In one or two there may be above fifty in attendance in winter, but the average will not exceed forty. The students at the Collegiate School have been as many as twenty-four, but as the standard of education rises in the Parochial Schools, the Collegiate School, as such, will be comparatively unnecessary, and it will ultimately be limited to those who may be under preparation for holy orders. For such, and for the clergy generally, there is a library, possessing now 1,000 books of standard divinity, as well as other useful subjects.

4. The sources of income vary much; ten out of the thirteen schools are connected with the Church Missionary Society. The masters of such schools have all a salary from the society. The model training master is entirely paid by them, and also the masters of the pure Indian schools. In the other schools about one-half may be paid by the Society, sometimes less, and the rest made up by the parents of the children. In the three parochial schools, unconnected with the Church Missionary Society in St. John's Parochial School, a portion of the salary is paid by my own college, Exeter College, Oxford; in St. James's by some christian friends in Edinburgh, and at Headingly by the congregation of the Rev. T. M. M'Donald, Trinity Church, Nottingham.

5. This question is included in the preceding. I only add that the sum paid by parents is 15*s.* a year; where Latin is taught, 1*l.* In some parishes they prefer to pay the pound or thirty shillings a family, and to send as many as they choose for the sum.

6. We want much, school apparatus, books, and maps. A very large quantity of books have been imported, and the Society for the Propagation of Christian Knowledge has given many valuable sets of maps to several parishes, but scattered over thirteen schools, they are still insufficient. Could we have a grant at half price of books, grammars, geographies, arithmetic books, and also some maps from Toronto or any other quarter of Canada, we shall be glad to pay for their carriage to St. Paul's, from which place they would be brought hither by our own people. I saw with much pleasure, I must not say with envy, the stock at the Normal school; if judged to be within the limits of a grant, and the Educational Board will allow us to purchase at half price, I hope you will give me immediate notice of this, so as not to lose the present summer.

7. Here, too, apparatus and machinery are requisite. I ordered myself, last year, four ploughs, and these I intend for new stations and settlements, to be used by the Indians in common; now we want a large number of them to bring additional land under cultivation. After all our grand want is division of labour. We have no separate trade, all are engaged in everything, farmers and carpenters at the same time, and so on. At a meeting held two years ago, for the promotion of social improvement, I endeavoured to press this upon them, but they are slow in understanding the "philosophy of improvement." We want one skilful in tanning, for the hides of the domestic animals are wasted at present. We want one to instruct them in making soap, to save the importation of this bulky and necessary article from Britain. We want, too, improvement in the fulling of cloth to bring the wool into use, and provide clothing cheaper than what is imported. We have country cloth now, but the fabric is imperfectly fulled, and therefore not sufficiently warm. Young men coming among us, who could guide and instruct the people in any of these branches, would be a great gain.

8. My own opinion is much in favour of Red River as a place for settlement. From Britain the difficulty is to get out, but once out the industrious need not want for aught. As compared with the position of the farm-labourers in England, their condition here is infinitely superior. I speak from actual knowledge of those who have come out from the counties of Kent, Cambridge, and Rutland. If the British Government could send out some free of expense every year, they might be settled advantageously, and become useful additions to our population. We want producers at this time in greater number, and not consumers. As compared with Canada, as far as by other* but limited goes, our advantage is in the ease with which prairie land is brought under. The clearance in Canada seemed to me to be effected with difficulty; here it is easy, and in a very few years the farm can be in good order.

Sic.

On the ground of education, let none fear to make trial of the country. The parochial school connected with my own church, is equal to most parochial schools which I have known in England, in range of subjects, superior to most, though in method and in the apparatus of the school necessarily a little inferior.

I look forward with much hope to the effect of the new road which your Commissioners are opening from Red River to the Lake of the Woods. It is thought to be about 96 or 100 miles in length. I should much like that we should have a station on the lake. If I could find some of our young men willing to go out and take up land there, I should be willing to promise them a clergyman, a church and school, and it would soon grow into a town. If you could at the same time plant some Canada settlers at Fort William, or at some other spot on the northern shore of Lake Superior, the communication would virtually be opened. Until this is done, all the traffic will be through the United States, *viâ* St. Paul's.

I shall hope to have a few lines from you acknowledging the receipt of this letter, and if you can persuade the Educational Department to admit us, as a special and peculiar case, as purchasers of books and apparatus on the same terms as their own schools, or on some modification of the terms, it would tend, I am sure, to cement that union between the two countries which is now, in the providence of God, advancing slowly but securely from year to year.

Any other detail connected with the land I shall be happy to give at any time. Would you have the goodness to give my kind and christian regards to the Provost, and with every good wish,

Believe me, &c.

Professor H. Y. Hind, Trinity College. (Signed) DAVID RUPERT'S LAND.

No. 10.

COPY OF A LETTER FROM THE REV. JOHN BLACK, PRESBYTERIAN MINISTER, RED RIVER.

My dear Sir, The Manse, Red River, January 6, 1858.

I am sorry that your note, dated St. Paul's, October 29, did not come to hand till December, I think the 17th, and consequently I have not had an opportunity of answering it till now; I am afraid therefore it will be too late for your purposes. I willingly, however, comply with your request: the labour is not great if it is lost. First, then, as to the school: This is entirely supported by the people of the district, or rather by those of them who send their children to it. There is no endowment, no public money, nor any allowance by any missionary or other society. The salaries of the different teachers have varied from 22*l.* to 40*l.* sterling a year. The branches taught are English reading, writing and grammar, geography, arithmetic, and the elements of algebra and geometry. In the last two branches I think there are no pupils at present. The average attendance will be from thirty-five to forty. The school is kept open for the whole year, excepting a month in harvest, and the usual holidays. The school is not exclusively composed of the children of Presbyterian families, neither do all the children of such families attend it; some of these, residing at the extremities of the parish, attend the Church of England schools at the upper and middle churches, whilst some of the Church of England people who reside amongst us send their children here. You are aware that we have no public school system in this colony, and this, like the rest, is therefore essentially a denominational school. We would like to raise its character, but, owing to other burdens lying upon them, and to their being left without assistance, the people are not able to hold out sufficient inducement in the way of salary to secure the services of an able teacher, at least permanently. Will annexation give us the Canada school system? As to church matters, we have here two congregations, or rather a congregation and a mission station belonging to this congregation. In the one where I live there are about sixty families; to the other (situated at Mr. Gunn's, New Stone Fort) there are ten or eleven in all. There are somewhat upwards of 120 members in full communion. The people are mostly Scotch or of Scotch parentage. There are a few Orkney men, whom our Highlanders scarcely recognise as Scotch, a few half-breeds, one Englishman, and one Swiss. We have sabbath schools at both places: here the attendance may just now average eighty-five; below about thirty. Here we have divine service every sabbath forenoon, and in the afternoon alternately here and below. We have also week lectures on Thursdays, and prayer-meetings on Tuesday evenings. In regard to temporalities, the congregation below have no property but their small meeting-house; that here has about 300 acres of good land, a stone church which cost about 1,000*l.*, and the cottage in which I live. My stipend is 150*l.* sterling a year, 100*l.* of which is raised by voluntary contributions, and 50*l.* is allowed me by the Hudson's Bay Company. My people are mostly all farmers in comfortable circumstances, but none rich. They are, however, allowed to be the most steady and industrious portion of our population. As to suggestions of an industrial kind, I am not a very competent person to make such. There is one thing, however, which I did think of great consequence, especially in view of an increased population, and that is to afford facilities for domestic manufactures. The climate requires large quantities of heavy woollen goods, and these might just as well be manufactured here as imported from England. You saw what a splendid country it is for sheep pasture; and were there means of making wool into cloths, blankets, &c., greater attention would be given to the rearing of sheep; great quantities of such goods are also required for the fur trade, and it would be an advantage to have them manufactured here. Among the emigrants coming up to take possession of the land, it would be a great advantage, were there somebody to establish machinery for carding, fulling and dyeing, perhaps spinning and weaving also.

I do not know that my letter will be of any use to you, but I am glad, and ever will be so, to meet your wishes in anything that I can.

With much respect, yours, &c.

Professor H. Y. Hind. (Signed) JOHN BLACK.

LIST OF PORTAGES ON THE PIGEON RIVER ROUTE, FROM THE MAP OF THE BOUNDARY COMMISSIONERS.

		Yards.			Yards.
1	Grand Portage	14,366	16th	Portage	47
2	Partridge „	445	17th	„	583
3	Fowl „	2,000	18th	„	173
4	Moose „	721	19	Carp Portage	275
5	Great Cherry Portage	844	20	Birch Lake Portage	196
6	Mud „	265	21	Wood Lake	190
7	Lesser Cherry „	233	22	Fir Portage	350
8	Watap „	539	23rd	Portage	33
9	Great „	2,578	24th	„	166
	Arrow Lake.		25	Curtain Fall Portage	183
10	Dividing Ridge	468	26	Bottle „	448
11	Little Rock Portage	33	27	Negawqua Lake „	217
12	Mill Fall „	110	28	Coon's Narrows—1st Portage	67
13th	Portage	119	29	„ 2nd „	263
14th	„	20		Nameukan Lake.	
15	Swamp Portage	423			

No. 2.

COPY of DESPATCH from Governor-General Right Hon. Sir EDMUND HEAD, Bart., to the Right Hon. Sir E. B. LYTTON, Bart.

(No. 140.)

Government House, Toronto, C.W., November 4, 1858.

SIR,

Received November 22, 1858.

Enclosure 1. Map. * Page 3.

REFERRING to my Despatch of 18th October, No. 132,* I have now the honour to transmit a copy of a further report from Professor Hind, together with a map of the country explored.

Enclosure 2.

I also enclose an article cut from one of the newspapers published here, purporting to be a letter addressed to the editor of the "New York Evening Post." I cannot of course answer for the accuracy of the statements made in it.

I have, &c.

Right Hon. Sir E. B. Lytton, Bart. &c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure 1 in No. 2.

To the Honourable the Provincial Secretary.

Sir,

Red River, September 10, 1858.

On the 18th July, or nine days after the date of the report which I had the honour to address to you from Fort Ellice, we arrived at the Quapelle Mission, recently established on one of the lakes which distinguish that part of the Quapelle or Calling River Valley.

From the 19th of June to the 18th of July it was necessary or advantageous to preserve the party composing this expedition united, but having arrived in the Cree country, to the north of the prairies, generally occupied by bands of Sioux and Assiniboine Indians, I found it desirable to form three divisions, with a view to traverse and examine the country hereafter described. The mission of the Quapelle Lakes is situated about half-way between Fort Ellice and the south branch of the Saskatchewan. From this point Mr. Dickinson, with two men, proceeded in a small canoe down the Quapelle River to its junction with the Assiniboine; thence on horseback to Fort Pelly, where he met Mr. Hime, with four men, who, after having examined Long Lake, some fifty miles west of the Quapelle mission, travelled across the country to Fort Pelly with Mr. Dickinson's carts and supplies.

The third division of the party, comprising myself, Mr. Fleming, and two men, sailed or tracked up the Quapelle Lakes and River to the Grand Forks, a distance of fifty miles, where three men, with our supplies, met us at the appointed time. We then followed the valley to the Quapelle River, to its source, and passed on through a continuation of the same valley to the south branch of the Saskatchewan, by the "River that turns," flowing westerly. We struck the south branch at the elbow, and launched our three-fathom canoe on that magnificent river, down which Mr. Fleming and I drifted for 240 miles, until we came to the junction of the north and south branches of the Saskatchewan. The supplies, with four men and a Cree guide, were sent across the country to Fort à la Corne, opposite the Nepoween mission, about eighteen miles below the Forks. Two days were occupied in examining part of the Coal Falls, on the north branch above the Forks, after which we joined the carts on the 9th of August, at Fort à la Corne. Here I made another division, sending Mr. Fleming with two men in a canoe to Cumberland, thence to proceed down the Saskatchewan, and by the west coast of Lake Winnipeg to Red River. Taking the carts and four men I followed the course of Long Creek against the current, running parallel to the south branch for a distance of fifty miles; then turning in a south-easterly direction, travelled across the country to the Touchwood Hills, and thence to Fort Ellice, where, after an absence of forty-three days, I met Mr. Dickinson and his party, within three miles of our appointed rendezvous.

After Mr. Dickinson's arrival at Fort Pelly he proceeded with Mr. Hime to examine the flanks of the Dolphin Mountain from Swan River to Rapid River, on the Little Saskatchewan, a tract of country comprehending the greater portions of the north-eastern watershed of the Assinniboine. After our union at Fort Ellice we proceeded to Red River, *viâ* the White Mud River, which flows into Lake Manitobah, and arrived at the settlement on the 4th of September, nearly three months from the date of our departure. Mr. Fleming has not yet returned, and I am now preparing to go in a canoe, with a supply of provisions, to meet him, in case the southern winds should prevent him from advancing.

The importance of ascertaining the true character of the Quapelle Valley became more evident as we proceeded westward, and met with Indians and a few half-breeds, whose accounts and descriptions seemed to agree in the general statement, " that a great valley a mile or a mile and a half broad, and " from 100 to 300 feet deep, did exist, ruuning in a course nearly due east and west, between the " south branch of the Saskatchewan and the Assinniboine.

The Quapelle River rises within sixteen miles of the Saskatchewan, as shown in the accompanying map. Its course is first northerly for several miles, through a narrow gully, which widens into a deep valley before it reaches the Quapelle Valley proper. About four miles west of the Quapelle, and running in a direction nearly parallel to it, a river, called by the Crees of the Sandy Hills " The River that turns," flows into the same great valley, and pursues for twelve miles a westerly course, when it falls into the south branch at the elbow; this is evidently the Heart River of Thompson's map. By the united action of these rivers and other agents, to be described in full in my general report, a great valley stretching from the Saskatchewan to the Assinniboine has been excavated. This valley has a greatest breadth of about one and a half, and a least breadth of about half a mile at the Sandy Hills. Its greatest depth below the prairie is between 300 and 400 feet, its least depth 140 feet. Between the Quapelle River and "The River that turns" there is a space of about four miles, occupied by ponds, in the valley which unite into a shallow lake in the spring, and send their waters at the same time to the Assinniboine and the Saskatchewan. With a view to determine the height of the Quapelle, where it enters the great valley above the south branch, we levelled from one river to the other, and found a difference in sixteen miles of eighty-six feet. The Quapelle is here about ten feet broad and one and a half deep; " The River that turns " nearly of the same dimensions, and the south branch of the Saskatchewan about half a mile broad, with a channel seven feet deep. These altitudes and distances are given in round numbers, but they will be accurately expressed in accordance with repeated measurements, in my general report. In order that the waters of the Saskatchewan might flow down the Quapelle Valley into the Assinniboine, a rise of eighty-six feet in twelve miles would have to be overcome, and I am persuaded from indubitable evidence, that this has not occurred during *modern times*, if ever. During very wet seasons in the early spring months, the whole valley of the Quapelle, from within fourteen miles of the south branch of the Saskatchewan, is a narrow shallow lake all the way to the Assinniboine, a distance exceeding 230 miles, with a current of perhaps one mile per hour; and from "The River that turns" to the south branch, a distance of twelve miles, an impetuous torrent occupies the valley, leaving along its course many indications of its violence and force. In the spring of 1852, ever remarkable in this country for its extreme humidity, a canoe might have passed from the Saskatchewan to the Assinniboine by rising eighty feet in twelve miles, thence descending about two hundred feet in a distance of perhaps two hundred miles to the Assinniboine. The Quapelle lakes east of the Mission are briefly described in the accompanying report from Mr. Dickinson; the lakes west of the Mission are four in number; the depth of three of them is about fifty feet, the last or Salt Lake, near the height of land, is very shallow, and does not contain in the summer months drinkable water. From the first Forks (vide accompanying map) another great valley, similar in all respects to that of the Quapelle River, stretches in a north-westerly direction, and for forty or fifty miles is occupied by water forming a long narrow lake, varying from three-quarters of a mile to two miles in breadth; this is called, by the Crees, the Long Lake, also, the Last Mountain Lake, it is connected with the Saskatchewan by a broad excavated channel, similar to that occupied by the River-that-turns. Long Lake abounds in fish; but there is very little timber to be found on its steep cliff-like banks. The south branch of the Saskatchewan is a noble river, varying in width from half a mile to 300 yards for a distance of 100 miles from the elbow, it then gradually contracts its channel, and changes its character from a river full of sand-bars and mud-flats, pursuing a comparatively straight course, to a rapid and uniform torrent of water, sweeping down the narrow but deep valley it has excavated from one bank to the other in magnificent curves, until it joins the north branch. The country on the south side of the south branch as far as the Moose woods is a light prairie; there is very little timber to be seen, and all of small dimensions; the same may be said of the Quapelle, level tralee prairie on either side, or prairies covered with clumps of aspen. In the numerous gullies which give variety to the steep banks of both the Quapelle and Saskatchewan valleys, small timber is invariably found. The main Saskatchewan is a river of very imposing magnitude, like the South Branch, it occupies a narrow deep valley, varying in width from one and a half to three miles, as far as the Nepoween Mission; it flows in grand curves from side to side, and its general level is about 300 feet below the country through which it has excavated its channel. We have made many sections of the South Branch, Main, Saskatchewan, and Quapelle, &c., and numerous trigonometrical measurements of their valleys, and noticed continually the rate of currents, volume of water, character of banks, &c., all of which will be embodied in the general report.

In the large expanse of country over which our explorations have extended, the area of land of the first quality, namely, of black vegetable mould reposing on gravel or clay, is far more extensive and important than we anticipated; it is distributed as follows : On the south branch of the Saskatchewan from the Moose Woods to the Nepoween Mission; and, according to the description of half-breeds familiar with the country, a soil of equal excellence extends to the valley of Swan River. The immediate banks of the Saskatchewan are of a poor sandy or gravelly soil; but on the Prairie Plateau, three miles from the river, the rich soil commences, and in the part over which I passed has a breadth of sixty miles. The Touchwood Hill range, having an area exceeding 1,000,000 acres, for beauty of scenery, richness of soil, and adaptation for settlement, is by far the most attractive west of the Assini-

boine; the soil is also of first quality in the valley of Swan River, and over the whole of the east watershed of the Assinniboine, with the exception of the country near it banks.

The valley of White Mud River is generally fertile and inviting, but until the maps which will accompany the general report are prepared, it is impossible to give an approximate calculation of the area of available arable land; but I may here say, that the ratio which land of excellent quality bears to land of indifferent or worthless quality is largely in favour of the former.

The Riding Mountain, as described in Mr. Dickinson's report, is timbered with large aspen.

On the level country, drained by the Saskatchewan from the Moose Woods to the Nepoween Mission, the timber is small; but on the Touchwood Hill range there are some fine aspen forests. I have succeeded in finding numerous rock exposures on the Quapelle and south branch of the Saskatchewan, which will enable me to produce a geological map of a large portion of the country briefly described.

I start immediately to meet Mr. Fleming, and then propose to visit the east flank of Dauphin Mountain and the salt springs on Dauphin River and Lake. Mr. Dickinson will examine the country south of the Assinniboine, with a view to ascertain the extent and character of the forest to which allusion was made in my report from Port Ellice.

I have, &c.
(Signed) HENRY Y. HIND,
In charge of the Assinniboine and Saskatchewan
Exploring Expedition.

I am happy to say that Mr. Fleming has arrived this afternoon. September 16th, 1858.
H. Y. H.

Sub-enclosure in Enclosure 1 in No. 2.

To Professor Hind, in charge of the Assinniboine and Saskatchewan Exploring Expedition.

Sir, Red River, September 6, 1858.

The following report contains a short description of those parts of the country which I have examined, according to your letter of instructions dated Fort Ellice, July 12th, 1858, together with a brief notice of some of my operations from July 20th, the day we parted at the Church of England Mission, Quapelle Lakes, till we met at Fort Ellice on August 23rd.

After our separation at the head of the river issuing from the lake at the mission, I took a section of the bed of the river and ascertained the rate of the current, and then proceeded down it to the next lake, which is the second of those called the "fishing lakes," as fish are much more abundant in them than in those lakes further down the Quapelle Valley.

The character of this portion of the river which connects these two lakes together, being exactly similar to that of all other parts of it, one general description will suffice, together with special descriptions of a few places where there are differences.

The river varies in width from one to one and a half chains, and in depth from two to five feet, the average rate of current, taken from several trials, being one mile and a quarter per hour. The river is most wonderfully tortuous throughout its entire length, for ever being deflected from one side of the valley to the other, so that it is much more than double the length of the valley. Several, indeed most of the bends are so very sharp, that it was with much difficulty that the small canoe, only two fathoms long, could be steered safely round them, and prevented from running in on the banks, the current at some of them being two miles per hour.

The second of the "Fishing Lakes," the one which I first came to, is about three miles and a half long, and three-quarters of a mile broad; it is more than seven fathoms deep everywhere. I tried it even within a few yards of the shore.

The river flowing from this to the next lake is but half a mile long.

The name of this Lake in Cree is Pa-ki-tah-wi-win; in English, "The Fishing Lake," called so *par excellence* from the great quantities of fish it contains at some periods of the year.

It is about six miles long and three-quarters mile wide, which is about the average width of the valley.

I tried the depth of it in several places along the course I took, which was down the middle of it, and found it to vary from five to eleven fathoms.

Having made a section of the river and ascertained the rate of current, I proceeded down it to the next lake called the "Crooked Lake," or in Cree Ka-wa-wa-ki-mac, where I arrived in the forenoon of the 23rd. The general character of this portion of the river is the same as I have given before, but at some places here and there it varies from it. In two places, each about a quarter of a mile long, the river is full of sand and gravel bars, the depth of water over them being only about nine inches. In another place the current exceeds three miles an hour, to ascend which would indeed be a tedious and difficult task. Half way between these two lakes I took measurements for calculating trigonometrically the width and depth of the valley.

The result of these and other measurements and observations I hope to give in my final report. In round numbers I may say, however, that the valley appears to be from 250 to 350 feet deep and from half a mile to one in width.

The average height of the immediate banks of the river over the present level of the water was about six feet, the high-water mark being eight feet over the same level, the greater portion of the valley is therefore always liable to be flooded, which I believe is the case every spring.

The middle of the valley between the bends of the river is mostly covered with willows, with here and there a few young sugar maples. The south slope of the valley is thickly covered throughout with small aspens, the balsam poplar also growing well in some places, while the north slope is quite bare of trees, which I found to be caused by the fires which almost every year sweep along this side

of the valley, for I saw in several places the remains of burnt trees, and in the hollows and deep recesses of the slope the young oak-shoots springing up from the half burnt roots.

On this side of the whole way there is a track along which the Indians travel constantly during the year, which accounts for the numerous fires.

"Crooked Lake" the most beautiful of the Quapelle Lakes which I have seen, is upwards of eight miles in length and is from half a mile to one mile in width. There are several long points running out from the shores on which grow oak, elm, ash, and poplars, none of them very large however, but which would be useful for various purposes. There was no place where I sounded less than four fathoms deep. The water in this lake as well as in the others was at this time rendered very disagreeable by the great quantity of confervæ covering nearly the whole surface, and to some depth, now decaying and rotting under the hot sun.

At the commencement of the next portion of the river flowing out of this lake there is a very rapid current or rather a series of small rapids for two miles and a half, and the river is if possible more winding than ever, and is at some places only forty feet wide. The rest of it, cross sections of which I took at different points, as far as the next lake resembles in its character the general description of the river.

In the evening of 24th July I reached the Lake called "Round Lake" the Indian name of which is "Kah-wah-wi-ya-ka-mac," it is the last of the chain of lakes in descending the river.

It is four miles and a half in length and is about one mile broad in the widest part. Owing to a long point of land running out from the south side of the valley about one mile and a half from the head of the lake, part of it looks nearly round, from which it derives its name.

It is in all places where I sounded it more than four fathoms deep, except at the mouth of the river and 100 yards from it, where it was only two feet.

The south slope of the valley is here as densely covered as before with young poplars and with patches of young oak, elm, and ash, and the north slope is bared as usual by the devastating fires.

Two miles down the river from the lake, the bed is thickly strewed with boulders for about 100 yards, and where the current is very strong, making the navigation even for a small canoe rather intricate; the Indians call this place the "strong barrier," or, as it is in the Cree language, a-si-ne-pi-che-pu-ya-kan.

Between this point of the Quapelle River and its confluence with the Assinniboine there were two places, one on each side of the valley, where the slopes were exposed; on examining them, I found shale in position, but very much decomposed. These places will be marked on the map hereafter. After a long search I found but one fossil shell, which I enclose to you, together with specimens of the rock.

At many places I ascended the sides of the valley to see the country on both sides, and found it to be generally level prairie of light sandy loam with scatered clumps of willows and small poplars.

Several small creeks, the principal of which are the Big and Little Cut arms and the Scissors Creek, flowing in from both sides, gradually increase the depth of the river, but not its width, six feet being now the average depth.

The river, twisting and turning about in every direction, is continually cutting out new channels, forming sometimes a most intricate maze as it approaches the Assinniboine, the Quapelle Valley gets wider, and the slopes flatter, on which grow more and better timber; on the south side particularly, elm, ash, aspen, and balsam, poplar, maple, all mingled together, with an underbrush of willows, dogwood, hazel, and roses.

I arrived at the mouth of the river (a section of which I took) at six o'clock p.m. July 27th.

Having left one man in charge of the baggage at the landing place, I hastened to Fort Elice with the other, and sent him back with a cart, which Mr. M'Kay kindly lent me, to fetch it. The next day I was delayed several hours trying to procure a guide who knew the track on the west side of the river from this to Fort Pelly, and in consequence was not able to start till late in the afternoon. Mr. M'Kay kindly sent men to assist us in crossing the Quapelle River, which was accomplished without any loss, and with but one accident, my horse receiving rather a bad cut when getting up the bank of the river, which was very soft, and covered with broken trees.

We camped for the night on the north side of the valley; this side is composed of fine loose sand intermixed with small boulders.

From this to the Wolverine Creek, a distance of about fifteen miles, the land is light sandy clay, in many places pure sand, covered principally with a low growing creeper, bearing berries like the juniper; the grass is very short and scanty, and the aspens, which are the only trees, are very small.

Further on, the country improves in its aspect as to its soil and vegetation, but it abounds with marshes, swamps, and ponds of various sizes, round which grow willows and young aspens; this is for about sixty miles. From thence to Fort Pelly the country is densely covered with aspens from five to fifteen feet high, and willows of different kinds; there are open spaces to be seen now and then, where the wonderful luxuriance of the vegetation is beyond description: lakes and ponds are very numerous throughout, around which grow large aspen and balsam poplars. There are several rivers and creeks flowing into the Assinniboine, into which many of these marshes and swamps might be easily drained. White Mud River, which is the largest of them, is seventy feet wide, four feet deep, and very rapid, so rapid that it was with much difficulty we crossed it.

I arrived at Fort Pelly on August 1st, where I found Mr. Hime and the others of my party. Next day I took observations for latitude and variation of compass, and in the afternoon, accompanied by Mr. Macdonald, who was in temporary charge of the fort, inspected the farm which the Company has here.

The crops had been beautiful at the beginning of the season, but have been all, except the potatoes, completely devoured by the grasshoppers.

The next day I rode to Swan River by the valley of "Snake Creek" with Mr. Macdonald and Mr. Hime. This beautiful valley contains all the requirements necessary for a settlement. The timber is very plentiful and of a good size; there is no pine, however, but the balsam spruce, which the

people here mistook for it, is abundant, and average two feet in diameter at five feet from the ground.

There is some tamarack also, tall and straight, from one foot six inches to two feet in diameter. The balsam and aspen poplars grow to a large size, and are everywhere to be had. The land for the most part is good sandy loam, and is traversed by numerous creeks. Snake Creek is about twelve feet wide, and one foot six inches deep, it yields plenty of fish, as also does one or two of those running into it.

Swan River is from 90 to 100 feet wide and four feet deep; its current is very rapid, being about three miles an hour. It is very winding here where the Snake Creek joins it, and I believe is so all along.

The valley, which is about one mile and a quarter wide, and from 80 to 100 feet below the general level of the country, is most rich and fertile, but almost altogether filled up with trees, such as poplars, balsam spruce, and willows.

The next day, August 4th, we left Fort Pelly and proceeded along the base of the Duck Mountain, a part of the chain of mountains called the Dauphine; properly speaking, it is a high ridge between the Assinniboine River and Lake Manitobah.

The ground rises gradually from the river towards the summit of the so-called mountain, which appeared about three miles distant, and is thickly covered with poplars, so thick that the forest is nearly impenetrable.

The land for a few miles is rather light, but then becomes much better, and for the whole way to the "Little Saskatchewan," or Oak River, the eastern limit, according to your letter of instruction, to this line of exploration, the land may be said to be good sandy loam.

In a short report, as this must necessarily be, I cannot give descriptions of the different portions into which this side of the valley of the Assinniboine may be divided, but taking it as a whole, I may say, that in fertility of soil, timber, and water power, it surpasses any other part of the country that I have seen.

I made several attempts to reach the summit of the mountain, particularly that part called the Riding Mountain, but was baffled each time by the extraordinary thickness of the woods of young poplars, among which there were lying the half-burnt remains of older trees, concealed by the long grass, vetches, convolvulus, and innumerable other plants.

I cannot pass by, however, the valley of the Little Saskatchewan without making a special note of it.

We reached it on August 11th, and the next day I was able fortunately to take observations for latitude, &c., for early in the afternoon the sky became cloudy and a thunder-storm came on.

Next morning, accompanied by Mr. Hime, who has been giving me great assistance in making the survey, I rode on horseback up the valley; we could only go, however fifteen miles, as the trees and underwood became then so marvellously dense as to make it quite impassable for horses.

The valley is about eighty feet below the general level of the country, the bottom of it is from half a mile to one mile wide, through which the river winds its way, flowing rapidly and uniformly; it is about forty feet wide, and at this time was five feet deep. There is no appearance of the valley ever being flooded, the willows which grow along its banks being green and luxuriant down to the ground.

There are large open flats occurring frequently on both sides of the river, when the richness of the grass and beauty of the many various flowers prove the great fertility of the soil, places marked out by nature to be cultivated and inhabited by man. There is abundance of good-sized poplars and balsam spruce sufficiently large for building and farming purposes.

I followed the course of the valley down to its junction with the valley of the Assinniboine; for the greater part of the way it is rich and fertile, as is also the land adjoining. Within a few miles of the Assinniboine the country changes considerably, the soil is much lighter, and the trees fewer and smaller, and at the junction of the valleys the country is very poor indeed, being sandy and gravelly clay abounding with granite boulders of various sizes. I returned then by the same way to the track called "the lower road from Red River to Fort Ellice," to where it crosses the Little Saskatchewan, and where I had left the greater number of my party.

From thence I proceeded by this track to Fort Ellice, stopping one day at Shoal Lake in order to make a survey of it. As this track joins the White Mud River road about eighteen miles from the Little Saskatchewan, which we travelled back on together from Fort Ellice to Red River, I need not give you any description of the country through which it passes.

I have, &c.

(Signed) JAMES A. DICKINSON.

Enclosure 2 in No. 2.

From the "Toronto Leader," October 28, 1858.

STEAM NAVIGATION UPON THE SASKATCHEWAN RIVER.

To the Editor of the New York Evening Post.

The river Saskatchewan, flowing from the Rocky Mountains eastwardly into Lake Winnipeg, is ascertained to embrace within its sources and tributaries an area of more than 300,000 square miles, as habitable as the adjacent state of Minnesota. This stream, if navigable for steamers, may bear an important relation to the development of British America. In a late article you quote the testimony of Sir George Simpson before the Parliamentary Committee, which implies rather than asserts, the innavigability of the Saskatchewan. He lays stress upon the swift current and occasional rapids. A hasty inference from similar facts would pronounce the Missouri innavigable.

Sir George Simpson is the author of a book "Overland Journal around the World." Allow me to quote from this volume. A portion of his route was north-westwardly from the Selkirk Settlements on the Red River of the North. After twelve days' travel he crossed the Bow River or the south branch of the Saskatchewan, "which," using his own words, "takes its rise in the Rocky Mountains near the "international frontier, and is of considerable size, without any impediment of any moment. At the "crossing place the Bow River was about a third of a mile in width, with a strong current, and some "twenty miles below falls into the main Saskatchewan, whence the two streams flow towards Lake "Winnipeg, forming at their mouth the Grand Rapids of about three miles in length."

In latitude 35°, longitude 108°, the north of the Saskatchewan was crossed (these portages were in batteaux, drawing about four feet of water) by Governor Simpson's party. "The Saskatchewan," he remarks, "is here upwards of a quarter of a mile wide, presenting, as its name implies, a swift current. "It is navigable for boats (this term means a Mackinac boat, of about four feet draught) from the "Rocky Mountain House, in longitude 116° to Lake Winnipeg, upwards of 700 miles in a direct line; "but by the actual course of the stream nearly double that distance. Though above Edmonton the "river is much obstructed by rapids, yet from that fort to Lake Winnipeg, it is descended without a "portage, while even on the upward voyage, the only break in the navigation is the Grand Rapids "already mentioned."

As a resident of St. Paul, I will add to the foregoing description the personal testimony of a Mr. James M'Kay, an intelligent partner of the Hudson Bay Company, who is in charge of Fort Ellice, a trading post, situated about five days' journey beyond the Minnesota frontier. He insists that both arms of the Saskatchewan are as navigable as the Mississippi at Saint Paul, quite to the vicinity of the mountains. He accompanied Captain Palliser (a gentleman who has led an exploring party to the Rocky Mountains, under the auspices of the London Geographical Society, assisted by the English Government,) far up the Bow or South Saskatchewan, and he fully confirms Governor Simpson's original statement, adding that he has even passed the rapids, near Lake Winipeg, with loaded batteaux. To the same effect are the assurances of many residents of the Red River settlement.

In this connexion permit me to reproduce, in the columns of the "Evening Post," the statements of a committee of the Minnesota Legislature in support of the proposition that the western districts of Minnesota may be connected by continuous steamboat navigation with a point at the eastern base of the Rocky Mountains, which is only eight days' journey from the gold districts of British Columbia:—

"The head of steamboat navigation on the Red River of the North is in about 46° 23′. The river flowing from south to north is, according to Captain John Pope, five feet deep at the mouth of Sioux Wood River; six feet twenty miles north, at the site of a military post proposed by Major S. Woods, 6th infantry, in 1849, and now occupied as Fort Abercrombie; thence to Shayenne River, six feet; from Shayenne to Goose River, nine feet, but with an intervening rapid one mile long, with five feet upon it; from Goose River to Pembina and Lake Winnipeg, sixteen feet deep.

"Lake Winnipeg is 250 miles long, navigable by a propeller or any class of vessels. From its northern extremity the Saskatchewan is navigable 700 miles west, on an air line, (much further by the windings of the stream,) with no material obstacle except the rapids at the mouth of the river.

"The traveller may ascend the north and south branch of the Saskatchewan by either route, reaching the immediate vicinity of favourable passes through the Rocky Mountains. If at this moment these links of international navigation were connected by vessels, the overland journey to the head-quarters of Fraser River could be made in twenty-four days. The volume and depth of the Saskatchewan is fully equal to the Mississippi above Cairo."

These facts are important with reference to an emigration route from Minnesota to British Columbia; but the events of the last ninety days clearly indicate that Great Britain has no more favourite measure under consideration, alike by government, press, and people, than a railroad and telegraph from Lake Superior to Puget Sound on or near the latitude of fifty degrees north. Waggons and steamboats will constitute the first stage of such an enterprise, but the interest of the future confederation of British America demand powerful provinces and a populous naval and commercial station on the North Pacific. And to secure these objects speedily, within the next five years, a continental railroad, constructed with the aid of liberal land donations and a guarantee of a fixed income by the Imperial Treasury, is inevitable.

But while this vital measure is maturing, the capacity of the Minnesota and Saskatchewan areas for internal communications should be made familiar to the world. I think the readers of the "Evening Post" may be assured that early next spring a steamboat will be running from a point of the Red River of the North, 200 miles north-west of Saint Paul, into Lake Winnipeg, and if certain arrangements by Galena and Toronto parties are consummated during the coming winter, the remainder of the journey to the Fraser River mines, except the last 200 miles, will also be accomplished by steam navigation.

J. W. T.

No. 3.

Copy of DESPATCH from Governor-General Sir Edmund Head, Bart., to the Right Hon. Sir E. B. Lytton, Bart.

(No. 156.) Government House, Toronto, December 14, 1858.

Sir, (Received January 3, 1859.)

I have the honour to enclose for your information,—

Enclosure 1. 1. A copy of a report from Professor Hind, on the subject of the Red River and Saskatchewan country.

Enclosure 2. 2. Extract from a Chicago paper. This is important, as showing the interest taken in the subject in the United States.

I have, &c.

Right Hon. Sir E. B. Lytton, Bart., &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure 1 in No. 3.

Sir, Red River Settlement, November 8, 1858.

I have the honour to report the result of an exploration of the salt region on Winnipegoosis Lake, and of the country traversed since the 18th of September, the day of my departure from Red River, to October 31st.

Accompanied by Mr. Fleming, I skirted the west coast of Lake Winnipeg in a Red River freighter's boat, with a crew of seven men, as far as the mouth of the Little Saskatchewan River. Our progress through the southern half of Lake Winnipeg was delayed by contrary winds, which, however, afforded me time and opportunity to collect numerous specimens in illustration of the rocks exposed on the islands and coast, and to accumulate materials for a geological map of the country.

Numerous rock exposures, showing sandstones, limestones, and shale of Silurian age, are met with some sixty miles north of the mouth of Red River. On some of the islands the exposures are, geologically, of great interest; but with the exception of sandstone, fit for building purposes or the manufacture of grindstones, and of yellow ochre of a fine quality in a siliceous limestone rock, no economic materials of particular interest or value were seen. The west coast of Lake Winnipeg, after passing Grindstone point, is very deeply indented with bays, whose extremities cannot always be seen from the traverse between the points at their outlets. Frequent soundings showed sixty feet to be the greatest depth in the part of the lake we visited; twelve to twenty-four feet being the general depth within two miles of the shores. In no point seen do the rocky escarpments exceed sixty feet in altitude, but when they are found having that elevation, they present a succession of wild, picturesque, and rugged scenes. The lowest rock, often at the water's edge, is a sandstone, very friable, and easily disintegrated by waves and atmospheric agents. Above this a limestone, beautifully stratified and of a very hard and compact character, occasionally projects for many feet, the beech below being strewed with large masses which have fallen off from time to time. In the shaly portion numerous nodules of iron pyrites occur, assimilating the forms of shells, spheroids, disks, &c. Both the limestone and sandstone are nearly destitute of fossils, but the shale contains certain forms in great abundance, in a very fragile condition. The rocks on the west coast of Lake Winnipeg, and on many of the islands, are fossiliferous, while the east side is wholly azoic. The azoic and fossiliferous rocks often approach one another, but I was not fortunate enough to find on the east side the fossiliferous rocks reposing on the "azoic."

Our course to the salt region lay up the Little Saskatchewan, a fine broad river leading from Lake Manitobah into Lake Winnipeg, and forming the chief outlet by which the drainage water of a very large tract of country finds its way to the sea. The Little Saskatchewan flows for sixteen to eighteen miles through a flat country with clay banks, which never exceed thirty feet in altitude. The river is rapid, and in some parts shallow, its channel being often obstructed by boulders, although it nowhere opposes an obstacle to the passage of craft drawing less than two and a half feet of water. This river issues from St. Martin's Lake, a sheet of water about sixteen miles long, and of the same breadth. The rocks in St. Martin's Lake possess some remarkable geological relations. Near the narrows, at its eastern extremity, are two gneissoid islands, and close to them one of metamorphosed sandstone, with the tilted strata of sandstone inclined at an angle but a few degrees from the vertical. West of these gneissoid islands and about half a mile distant from them, Sugar island discloses cliffs of metamorphosed sandstone, inclined at an angle of 45°, and dipping N. 70° W. This sandstone contains some very obscure fossil remains, in which the stems of encrinites were thought to have been recognized.

The occurrence of metamorphosed Silurian strata, even on a small scale, is of very great interest. The gneissoid rocks were traversed by quartz and felspathic veins; but although a careful search was made for the precious metal, none was found.

Sugar Island is named from the ash-leaved maple which grows there, and furnishes a supply of sugar to the Indians who inhabit this part of the country. About six miles west of Sugar Island, horizontal and undisturbed limestone, highly fossiliferous, is seen exposed in cliffs about 16 feet high, on Thunder Island, so named in remembrance of a thunderstorm of great violence, accompanied by hail and rain, which detained us on the afternoon of September 28th. St. Martin's Lake is very shallow, and, in many places, thickly set with weeds. By the action of ice, long semicircular accumulations of boulders have been driven up in shallow places, forming reefs, which soon become islands, or connecting with the main land, cut off large portions of the lake, and give rise to the formation of marshes and swamps in their rear; the effect of this is gradually to diminish the size of the lake on one side, and probably to increase it, though not to the same extent, in another direction. These constant changes were observed on a larger scale some weeks later in Winnipegoosis and Dauphin Lakes, and will be fully discussed in my general report. Their relation to the past history and probable future of an extensive portion

of the country included within the Salt region is very instructive and curious. St. Martin's Lake receives the waters of Partridge Crop River, which flows for the most part through a flat limestone country, not ten feet above the present level of the lake, and often not five feet above the river, many parts, indeed, being even now nothing more than extensive wide-spread marshes through which the river meanders.

At the upper end of Partridge Crop River the mission of Fairford is established, where I was very hospitably entertained by the Rev. Mr. Stagg. The present prospects of this mission are, at first sight, encouraging; but, when the number of years during which missionary labour has been directed to the Indians frequenting Partridge Crop River, and the neighbouring country is considered, perhaps no more hopeful results have been obtained than can be discerned at other stations of by-gone reputation and worn-out resources.

We entered Lake Manitobah on the 29th September, and fortunately found some fine rock exposures on the east coast, which will enable me to carry on the succession of rocks in their order of occurrence. A few days' sailing and pulling brought us to the mouth of Water Hen River, which we ascended, and entered Water Hen Lake; then passing on to Winnipegoosis Lake, we arrived at the salt springs about six miles N.W. of Moss River, on the 5th October. We spent two days at this place, occupying the time in making a plan of the works and springs, and examining the surrounding country. It may be sufficient here to state, in relation to the manufacture of salt, that the method employed is of the rudest and most primitive description; nevertheless, the salt obtained is abundant in quantity, and excellent in quality. Wells, to a depth of five feet, are sunk near a spot where a little bubbling brine spring is found. I saw several of these springs at some distance from the wells, which, to the number of 26 had already been opened. The brine is carried in buckets to the evaporating pans, which are of iron, about five feet long, two feet broad and sixteen inches deep, placed on rough stones so arranged as to form the sides of a rude furnace below the kettles. The salt is removed by wooden shovels from the pans as fast as it accumulates, and is stored for transmission to Red River without further purification. From each pan about four bushels of salt on an average can be procured daily during the long days of summer. Wood for fuel is close at hand, and of brine an unlimited quantity could doubtless be procured by boring. When a well does not yield brine freely enough, another is dug near to it; none of them, however, are more than five or six feet deep, and no attempt at boring or deep sinking has been made, the supply of brine being sufficiently abundant for all present purposes. The rock exposures are found at or near the springs. The soil in which the wells are dug is a stiff yellow clay, very retentive and holding drift boulders of limestone, with a few of the non-fossiliferous rocks. From the general aspect of the country, there can be little doubt that boring would bring an abundance of brine to the surface. Large areas of, so called, salt ground, that is, of ground absolutely barren, and often covered with efflorescent salts, are plentifully distributed over the country bordering Winnipegoosis Lake, and the existence of various brine springs is well known to Indians and half-breeds from Swan River to beyond the Assiniboine, a distance exceeding 250 miles in an air line. At several places salt has been and is now manufactured, or is known to occur as a thick coat on the ground, north and south of the salt springs just described. These are the salt springs of Swan River, and of Duck River at the foot of Duck Mountain, the springs at Salt point, Winnipegoosis Lake, at Crane River, Manitobah Lake, and at the Scratching River south of the Assiniboine. It will be shown in my general report that the salt bearing rocks probably extend from near the Saskatchewan to beyond the 49th parallel in a general north and south direction, and it is extremely probable that, with boring, brine would be found in workable quantities over a very extensive area of country in the direction indicated above.

Leaving the salt springs, we ascended Moss River, and after some delay, owing to the shallowness of the water and the occurrence of rapids involving portages, we reached Dauphin Lake. The elevation of this extensive sheet of water above the sea is about 660 feet. Its length may reach twenty miles, but its breadth does not exceed ten. It receives several tributaries which rise in the Duck or in the Riding Mountain, none of them capable of receiving a freighter's boat for more than seven miles from the Lake. To the west of Dauphin Lake lies the imposing range of the Riding Mountains, the nearest point of its summit being about seventeen miles distant from the shores of the Lake.

North-east of Dauphin Lake is the Duck Mountain, a high range of table-land, similar in its external aspect to the Riding Mountain. From the imposing appearance which the Riding Mountain presents from Dauphin Lake, and the singular relation it bears to the level marshy plain from which it rises, I thought it would be highly advisable, if possible, to reach the summit. Several difficulties were urged by the Indians we met against the ascent, chiefly on account of the swampy and boggy character of the level country at its foot. They stated that no difficulty would be found in passing through the valley between the Riding Mountain and Duck Mountain by an Indian "pitching" track. It appeared, however, important that an ascent should be made in as direct a line as possible from Dauphin Lake to the nearest and highest point; and with this object I set out with Mr. Fleming, four men, and an Indian on the 8th October. The statement of the Indians respecting the existence of formidable swamps and bogs was quite true, and it was with some difficulty we got through them. On the evening of the first day we encamped at the foot of the mountain, having accomplished a distance of twelve miles and a half. In the afternoon of the second day we reached the summit. The latter part of the ascent was very steep, through a forest containing very fine white spruce, aspen, poplar, and birch. The Riding Mountain at its eastern exposure forms the abrupt termination of a series of elevated table-lands, which rise one above another from the south and west by distinct steps, commencing within thirty miles of the Assiniboine. Its breadth is consequently about forty miles; its altitude above Lake Dauphin fully exceeds 1,000 feet, which makes it nearly 1,700 feet above the sea. The whole of its rise above Dauphin Lake is embraced within five miles and a half, but its greatest rise is included within a mile and a half. The eastern escarpment of the Riding Mountain bears the aspect of an ancient sea-coast once abrupt, afterwards by atmospheric influence rounded, abraded, and sloped. The last rise is very steep, showing a cliff bank of drift clay with boulders, about 250 feet high, terminating in a sharp well-defined margin at its summit, from which the country slopes very gently westward.

Only one rock exposure was met with during the ascent; this occurred at an elevation of about 600 feet above Dauphin Lake, and I was at once enabled to identify the formation with its extension on the Little Souris, the Assiniboine below Fort Ellice and the Qu'appelle, or Calling River.

The result I obtained by the ascent of the Riding Mountain has been of great interest in a geological point of view, since it has unlocked in a great measure the geology of this region of country. Such bold eminences as the Riding and Duck Mountains uprearing their eastern flanks to an altitude exceeding 1,000 feet above the surrounding country naturally gave rise to many conjectures as to their origin and composition. They are probably nothing more than the remains of vast table lands, stretching from the Saskatchewan Valley to the Laurentine Mountains, which have escaped denudation, and the uniform dip of the strata wherever seen appears to show that no disturbance has taken place since the Silurian period.

The forest on the summit of the Riding Mountain is very fine, vindicating the soil and climate of Rupert's land from the sweeping detractions which have been urged against them. I beg to subjoin the circumference, five feet from the ground, of a few trees within fifty yards of our camp on the Riding Mountain:—Aspen, 4ft. 6in., 4ft. 6in., 4ft. 1in., 3ft. 9in., 5ft.; white spruce, 7ft. 3in., 5ft. 6in., 6ft. 6in., 6ft.; birch, 3ft. 6in., 3ft.; poplar, 4ft. 9in., 4ft. 6in. These trees represent, as far as observations permitted, the general character of the forest on the summit plateau of the Riding Mountain.

During the night of our encampment a snow-storm came on, and in the morning six inches of snow warned us to hasten to lower and more genial regions. We accomplished the return to the boat on Dauphin Lake on the afternoon of the fourth day, but I regret to say that the constant wading through ice-cold water for many hours together, in crossing swamps, disabled two of the men, who suffered much pain in the head and limbs until partially relieved by bleeding, vomiting, and warm applications.

The character of the region between Manitoba Lake and the Riding Mountain remained to be ascertained in order to complete a general outline of a topographical sketch of the country. With some difficulty I prevailed upon an Indian to guide me from Dauphin Lake in as straight a line as possible to the Hudson's Bay Company's Post on Lake Manitoba, a distance of seventy miles from our camp. I then placed the boat in charge of Mr. Fleming, instructing him to meet me at the Manitoba Post as soon as possible. With a half-breed and an Indian as guide I proceeded across the country, fortunately without knowing its character beforehand, or I should scarcely have ventured on such a fatiguing journey at so late a season of the year. For thirty miles we had to wade through marshes and bogs, separated by low ridges; in fact the distance named may be said to be made up of marsh, bog, ridge; marsh, bog, ridge in most wearisome succession. We had horses to carry our provisions and bedding, but the bogs were so bad that, in order to get the horses through, we were compelled to carry the load ourselves. A thin crust of ice a quarter of an inch thick, was formed over the surface the night after our start, which added in no slight degree to the fatigue of the journey. Upon our arrival at the post I was very hospitably received by Mr. M'Kenzie, the gentleman in charge.

The greater part of the country lying between Manitoba Lake and Dauphin Lake, between Dauphin Lake and the Riding Mountain, and between the southern part of Winnipegoosis Lake and the Duck Mountain, may be considered as having recently emerged from the former extension of the Lakes just named. This emergence has resulted from the lowering of the waters of the Lakes by drainage, and not by a rising of the land, The Little Saskatchewan is not the only outlet from Manitoba Lake into Lake Winnipeg, and before these outlets were eroded to their present depth, the waters in Lakes Dauphin and Manitoba were evidently about fifteen or twenty feet above their present level. This is shown by the lowest beach round Lake Dauphin, which on the west side is well preserved about seven miles distant from the present shores. Between Dauphin Lake and Lake Manitoba, the ancient coast of the latter for a long period of time is about twenty miles due west from the Hudson's Bay post, and it follows the shores of the lake until lost in the general rise of the prairie near White Mud River. I find the impression prevailing among Indians and half-breeds, familiar with the general outline of this region of country, that the lakes are fast lowering their level, and although they agree in the popular error of supposing here, as elsewhere, that there is a rise and fall every seven years, yet the fall is considered to be greater than the rise. If the drainage of many thousand of square miles of swamp and marsh in this part of the country should ever become a question of national interest, I know of no enterprise of the kind which could be executed with so little cost of time and labor, and promise at the same time such wide-spread beneficial results.

Commencing about fifteen or twenty miles south of my track, as shown on the map which accompanies this report, the country is represented to be dry, and to contain large areas of land fit for agricultural purposes. This statement, received from persons familiar with its general character, is partly confirmed by the observations we were able to make when on White Mud River, in September. Our course will be seen on the map which accompanied the last report I had the honour to address to you.

From the 17th to the 28th October, while awaiting Mr. Fleming's arrival, I was employed in examining the country in the neighbourhood of the Manitoba Post, and as far as Manitoba Island, from which the lake takes its name. I spent four days on this island, which has acquired celebrity from the superstitious belief of the Indians, that it is the abode of a kind of "Manitou" or fairies. Limestone is here exposed in cliffs 15 feet high on the north side, it contains but few fossils, is extremely hard, and produces when struck with the hammer a distinct ring, so that when the waves beat on the shore and strike on the shingle or base of the cliffs a loud musical sound, not unlike the ringing of a large number of distant church bells, is produced. Limestone of a very compact and fine grained description occurs in massive layers a few feet from the ground, and many small pieces well adapted for lithographic purposes can be procured, but I fear in an economic point of view the value of the rock, as a source of lithographic stone in large slabs, is inconsiderable, on account of the occurrence of the forms of shells which have been replaced by crystalline carbonate of lime of a softer description than the matrix.

From Manitoba Post we proceeded by the east coast of Lake Manitoba to Oak point, where we exchanged our boat for horses and carts, and started for Red River, *viâ* Shoal Lake, where we arrived on the 31st October.

PAPERS

RELATIVE TO THE

EXPLORATION OF BRITISH NORTH AMERICA.

No. 1.

COPY of INSTRUCTIONS from the SECRETARY of STATE to Captain PALLISER.

SIR, Downing Street, March 31, 1857.

WITH reference to the Letter which, by my directions, was addressed to you on the 28th inst., I have now the honour to communicate to you Special Instructions for your guidance in the conduct of the Expedition for exploring that portion of British North America which lies between the northern branch of the River Saskatchewan and the frontier of the United States, and between the Red River and the Rocky Mountains.

Having completed all preliminary arrangements necessary for the future safety and success of the Expedition, it is the desire of Her Majesty's Government that you should proceed by the Sault Ste. Marie on Lake Superior to Fort William, and from thence by the Kaministaquoia as far as the Kakabeka Falls, and that you should ascertain the precise geographical position of the point at which the White Fish River falls into the Kaministaquoia. From thence it is desired that a party should be detached to explore the country to the westward towards the height of land, and, as far as may be practicable, without long delay, to determine the height and direction of the watershed for some distance on either side of the line due west from the White Fish River.

If this preliminary Exploration should lead you to think such a measure practicable, it would be desirable that you should detach a small party, lightly equipped, and supplied with provisions for a few days' march, who should pursue a line directly to the westward, meeting the ordinary canoe route either at Cross Lake or Sturgeon Lake.

From the point at which this party shall rejoin the rest of the Expedition you will proceed by the ordinary route to Fort Garry on the Red River.

In regard to the entire region lying between Lake Superior and Lake Winipeg, it is desirable that, in addition to the ordinary observations upon the physical features and geology of the country, the attention of all the members of the Expedition should be directed to ascertain the relative levels of all the points which can be recorded and laid down with topographical accuracy; as, for instance, the height of the falls and rapids on the streams which lie along the canoe route, and the relative height of the several points in the watershed between the above-mentioned lakes which may be visited by the Expedition. In case, as is probable, the botanical collector should not accompany the separate exploring party, information should nevertheless be obtained as to the nature and quantity of timber which may be found on the line of march.

From Fort Garry you will start, as soon as you have organized your party, in a westwardly direction, taking such a course as you shall consider most advisable for acquiring additional knowledge of the country on either side of the Bow River or south branch of the Saskatchewan River during the remainder of the season of 1857, and you will make arrangements in advance for wintering the Expedition at Carlton House, where you will meet Lieut. Blakiston.

At the commencement of the season of 1858 you will start, as soon as the weather is sufficiently open and favourable, to explore the country between the two branches of the Saskatchewan River and south of the southern branch, and thence proceeding westward to the head waters of that river, you will endeavour, from the best information you can collect, to ascertain whether one or more practicable passes exist over the Rocky Mountains within the British territory, and south of that known to exist between Mount Brown and Mount Hooker.

Great care must be taken that the Expedition shall return to Fort Garry in sufficient time to allow them to reach England, viâ Fort Pembina and the United States, in the fall of 1858.

In the event of you yourself desiring to proceed westward from the Rocky Mountains to Vancouver's Island, Her Majesty's Government consent to your doing so only under the express conditions that the homeward conduct of the Expedition can with perfect prudence be entrusted to the charge of Lieut. Blakiston or Dr. Hector, and that the expenses of your travelling from Vancouver's Island are defrayed from your own resources; and, further, that the Indian war now raging in the country west of the Rocky Mountains shall have terminated.

It being the desire of Her Majesty's Government that the Expedition should, as far as practicable, be made available for extending general as well as special scientific knowledge, I have to impress upon you the importance, in addition to maintaining a regular series of instrumental observations, of regularly recording the physical features of the country through which you will pass, noting its principal elevations, the nature of its soil, its capability for agriculture, the quantity and quality of its timber, and any indications of coal or other minerals.

Separate Instructions will be furnished by Major-General Sabine, Sir Roderick Murchison, and Sir William Hooker for the guidance of the scientific gentlemen attached to the Expedition.

The result of your surveys and observations should be embodied in a Journal of the Expedition, to be kept with the utmost practicable regularity. A duplicate of that Journal, and of any special observations and reports on the geology and natural history of the country, should be completed at all convenient stations, and forwarded at every favourable opportunity to England, addressed to Her Majesty's Principal Secretary of State for the Colonies, Downing Street, London.

In full reliance upon your ability and discretion, Her Majesty's Government have not hesitated to entrust to you the conduct of the Expedition, with the express understanding that the scientific gentlemen of your party will consider themselves subject to your authority, and bound to be guided explicitly by the orders which your experience may suggest for the safety of the Expedition and for the complete success of the objects for which it is undertaken.

In the event of any unforeseen accident which might deprive the Expedition of your services as leader, the command of the party may be entrusted by you either to Lieut. Blakiston or to Dr. Hector, and you will furnish a duplicate copy of these Instructions to whichever officer you may select for that purpose.

In conclusion, I cannot too earnestly impress upon you the necessity for the utmost caution in the selection of the line of route to be taken by the Expedition, and in avoiding all risk of hostile encounters with any native tribes who may inhabit the country through which you may pass.

I have to request that you will communicate to me, for the information of the Lords Commissioners of the Treasury, the mode in which the expenditure incurred by you while in the territories under the control of the Hudson's Bay Company is to be defrayed, and you will understand that the limits of expense prescribed for the Expedition cannot be exceeded unless under circumstances of urgent necessity, which you will at once report for the information of Her Majesty's Government.

I have, &c.

Captain Palliser
&c. &c.

(Signed) H. LABOUCHERE.

No. 2.

No. 2.

Copy of REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Sault Sainte Marie, June 10, 1857.

(Received July 3, 1857.)

Sir,

I have the honour to report my arrival here at 4 o'clock A.M. this morning. We started from Liverpool in the "Arabia" steamer, which left England at 3 P.M., May 16, and landed at New York at 6 P.M. on the 28th May.

Immediately on landing, we experienced some difficulty with the Custom House at New Jersey, and subsequently were enabled to pass our instruments through, owing to the kind assistance of Mr. Pompelly, of New York, whose acquaintance we casually made at our hotel next morning. Mr. Pompelly, aided by Mr. Wheatley, well known as an

The valley is about twenty chains wide, and forty feet deep; there are many salt springs in it, which make the water in the river quite brackish, from which it derives its name. The river higher up opens out into small lakes, and rises from a marsh which is very extensive.

The track here joins the hunter's track from the White Horse plains; it turns to the south, in which direction it goes for about twelve miles, when it then turns nearly due south for fifteen miles, where it crosses "La Rivière des Isle de Bois," a river fifteen feet wide, and two feet deep; it flows into the Scratchy River. This portion of the country is all a level prairie, the greater part of it wet and marshy, except near this river, when it is quite dry for five miles; the land is a rich sandy loam, yielding most luxuriant grasses. On both sides of the river there is a skirting of trees, oaks chiefly, averaging one foot six inches in diameter.

The buffalo hunters, when they have crossed this little river, begin to keep a sharp look out for the Sioux, and to take their usual precautions.

The track, continuing in the same direction, crosses a prairie twenty miles wide.

This prairie is of light sandy soil, with clumps of aspens and willows growing here and there. It is intersected by many small valleys, in all of which, with one exception, the creeks that formed them are now dried up. The Valley of "La Rivière Tabac" is seven chains wide, and twenty feet deep. There was but very little water at this time in the creek, but in spring there is a rapid flow.

The prairie on the south and west is bounded by what is generally called the "Pembina Mountain," which is rather a series of steps rising up from the prairie below to one above. There are three steps, from ten to fifteen feet high, together with a gradual ascent for two miles; the whole of it is thickly strewed with boulders of granite. This "mountain," which consists of clay, gravel, and sand, runs in a south-easterly direction from a little above Prairie Portage to Pembina. Where we crossed there is no timber, but on both sides it is well covered, particularly on the south, where the trees seemed large and good. Here the forest is said to begin which reaches to the Assinniboine, but with the exception of some oaks on the mountain, there is no good timber, nothing but young aspens from twenty to thirty feet high, growing very close together, forming a dense thicket. On reaching the summit of the "mountain" the track turns to the west, across a prairie called the "Round Prairie." It is perfectly level and open for six miles; on the north and south it is bounded by woods of poplars. On its western limit, within a few hundred yards of the track, there is a conical hill about 200 feet high, called the "Calf's Tent," rather a remarkable looking object, rising as it does so abruptly from out the level plain, and alone.

We then crossed an undulating prairie ten miles wide, covered with willow aud clumps of aspen from twenty to forty feet high; the soil is a rich sandy loam. This part of the country is quite destitute of water; there are no creeks, and the ponds, which are said to be generally full of water, were now quite dry. From twelve o'clock one day till two o'clock next we could find none.

Here commences the hilly district. Its highest hills, which can be seen so well from the banks of the Assinniboine, are called the "Blue Hills." The general direction of its eastern boundary is nearly south-west and north-east. The track now turns towards the north-west; the country it traverses for thirteen miles may be described generally to be an undulating rolling prairie, studded with numerous conical and dome-shaped hills, from fifty to one hundred and fifty feet high, some covered with willows and aspen, and some quite bare. They are all composed of sand and gravel, mixed with clay, and having on their flanks many granite boulders.

Running parallel with our track for some miles is a valley ten chains wide and twenty-five feet deep, called "Le Grand Coule," in which there is no water, and we crossed many smaller ones, also dry, connecting with it.

Here I left the track, and went in a northerly direction to the thick poplar woods, the "Le Grand Bois" of the French half-breeds, which seemed six or seven miles away, but on arriving there I found it to consist only of large clumps of aspens and balsam poplar, which at a distance looked like a dense and continuous wood, as it is commonly supposed to be by the buffalo hunters. The trees, though high, only average about nine inches in diameter.

I made several traverses hereabouts and found that at a distance from one to three miles back from the open prairie the wood becomes densely thick, quite impenetrable in many places.

The trees are all small, none greater than one foot in diameter; they are of the poplar species, with here and there a young oak or a sugar maple.

On my return to the hunters' track we passed by a pretty lake, about three miles long and half a mile broad, surrounded by a close mass of poplars and willows. We came upon the track at a point about four miles to the west of where we had left it, and followed its winding through the hills, still going to the north-west. There are here many isolated hills as well as chains of hills running in every direction.

The low ground is generally marshy, through which gently flow several small creeks, all emptying themselves into a stream on our left, which we cross seven miles further on.

This stream is six feet wide and two feet deep: it flows in a valley fifty feet deep and about twelve chains wide. The ground here is much covered with granite boulders and fragments of shale.

Observing this broken shale throughout the whole of the hilly district to be lying about in every direction on the surface, and often turned up by the badger. I searched on the hill side and along the valley for solid rock, but could find none. I suppose, therefore, from its similarity in appearance, to be drift from the rocks on the Little Souris and other places towards the north where it was found to exist. The country now becomes more hilly than before, and is completely covered with low willows, oaks, and poplars, single and in clumps, grow plentifully on all sides. There are several small lakes on several of which were flocks of beautiful white swans.

The main woods on the right are here from five to six miles distant. This whole region was once upon a time an extensive forest of oaks, for everywhere the remains of them are to be found. On the left there are large clumps of balsam poplar, forming for several miles almost a continuous forest. We crossed another of those valleys, here so numerous, called "Le grand coute de la gros butte," deriving its name from a large conical hill about 200 feet high. The valley varies in width from twenty to thirty chains and is about eighty feet deep, but appearing much deeper in many places by reason of the

hills adjoining it. The sides are very precipitous, and the bottom quite level and all covered with beautiful grass; there is no creek flowing through it, or even the appearance of any recent one. Two miles up in it, towards the north, there is a small lake and another valley branching off from it, which we crossed four miles further on; in it there is a small creek, six feet wide, and one foot six inches deep. The track turning to the north soon comes close to "Le grand coute de la gros butte," and continues along it for nine miles.

The scenery is now very wild and beautiful; the valley, the bottom of which is eighty feet below the general level of the country, cuts through ranges of hills, many of them 150 feet high, and winds round the base of others, some bare and rugged and some covered with poplars. There are many lakes of various sizes which add considerably to the picturesque beauty of this peculiar region, the favourite haunt of the moose and red deer.

Travelling on five miles more we reached the top of a hill, where suddenly burst on our view a vast undulating prairie, stretching away to the Assinniboine and Little Souris. The track, which had been very faint for some time, here became quite invisible; it was thought advisable therefore to return to where another one had been seen branching off some six or seven miles back. Having regained it, we followed it for eighteen miles, still among the "Blue Hills," crossing the low ridges and winding through the valleys between the high hills, several of them 300 feet high, and around many pretty lakes, when we then came upon the open prairie.

From this across to the Assinniboine is thirteen miles. The prairie is thickly spread over with low willows, and is swampy in many places; there are but a few clumps of young aspens to relieve its bleak and dreary aspect.

The valley of the Assinniboine, where we crossed it, forty miles above Prairie Portage, is about one mile and a quarter wide; its sides are much broken and indented. The poplar and oaks, which it is full of, are all young, none exceeding fifteen feet in height, and there are no trees of any kind along either side for many miles. The river is at this point ten chains wide and three feet deep, and has a hard gravelly bottom, so that we forded it very easily. On the north side of the river are the sand hills through which we passed last June. The forest, whose southern limits I have ascertained, extends twenty miles above Prairie Portage along the river where, where it then dies away. I remained at Prairie Portage three days making explorations of the forest, and obtaining information concerning it from some people who were well acquainted with it. I found that the good timber grows merely along the river in width from half a mile to three miles; beyond that the wood is exactly similar to what it is on the south side. Here and there among the young poplars are solitary oaks at long intervals, many of them two feet in diameter, the remnants doubtless of a fine forest. About eight miles back from the river there is a large clump of balsam spruce, but which are all small. The following is a list of the different trees and their dimensions, which form the band of good timber along the river. Oak, 2 ft. in diameter; aspens, 2 ft.; balsam poplar, 2 ft. 9 in.; elm, 1 ft. 3 in.; bass wood, 2 ft. 6 in.; ash (very few) 1 ft. There is an abundant supply of oaks straight and tall, 1 ft. 6 in. in diameter; and of balsam poplar, 2 ft. On the "Pembina Mountain" there is some good timber, including tamarack, not found elsewhere, which only averages, I am told, 9 in. in diameter.

In my final report I hope to give a more detailed and specific account of the country that has been examined.

Yours, &c.

Professor H. Y. Hind,
&c. &c. &c.

(Signed) JAMES A. DICKENSON.

Enclosure 2 in No. 3.

Extract from Toronto "Leader," Dec. 14, 1858.

STEAMBOATS ON THE RED RIVER, THE SASKATCHEWAN, AND LAKE WINIPEG.

(From the Chicago Press.)

We had the pleasure of an interview a day or two since with Captain Blakely, the well-known pioneer of steamboating on the Upper Mississippi. During the past season Captain Blakely visited Red River of the north, to ascertain by personal examination whether that stream may be successfully navigated by steamboats. The result of his observations was highly satisfactory, there being in his opinion sufficient depth of water for easy navigation throughout the season from Lake Winipeg to the mouth of the Cheyenne River, a distance of about 350 miles.

We have observed a statement in some of the newspapers, representing that Captain Blakely will put a steamer upon Red River next season. At present we think he entertains no such purpose. Should the Hudson Bay Company be expelled from the country watered by the Red, the Assinniboine, and the Saskatchewan Rivers, a provincial government be organized, and that whole region be thrown open by the British Government to immigration—and all this within the next three months—then it would not surprise us at all if Captain Blakely's steamers should be ploughing the Red River next season. But such speedy action is not to be expected from that government. Downing Street has just begun to learn something of the real character of the British Possessions lying west of Canada; and possibly Downing Street interests are not unrepresented in the Hudson Bay Company. But whether so represented or not, the circumlocution office must take its time. Then, there is another matter to be adjusted before American steamers will be placed upon Red River. The provisions of the Reciprocity Treaty must be extended thither, and this will require more time.

We had supposed that steamers designed to navigate Red River would have to be built upon its banks, but Captain Blakely informs us that they may be taken across the Minnesota River. The portage is only about half a mile, and the expenditure of one or two thousand dollars will open a channel across sufficient deep to float a steamer in times of high water. In 1823, the crops having been destroyed in the Selkirk settlement by high water, three Mackinaw boats loaded with grain, were

taken from " Prairie du Chien " by this route, passing from the Minnesota to the Red River with but very slight difficulty; whenever the time does come, therefore, for placing steamers upon the latter river it will be comparatively an easy matter to transfer them from the Minnesota River.

Should the gold discoveries on the Fraser, Bridge, and Thompson Rivers prove to be of much value, the movement of the British Government will doubtless be accelerated with respect to organizing governments for its north-western possessions. The easiest and, if improved, the cheapest route to that region, either from Great Britain or from Canada and the United States, lies directly through British territory. The Red River, Lake Winipeg, and the Saskatchewan River furnish a navigable water line of about 1,400 miles of the distance. If the gold of Fraser River proves abundant the immigration for some years will be large, and it only requires the organisation of a provincial government over the valleys of the Red and Saskatchewan Rivers, the presence of a sufficient force to hold the Indians in subordination, and the planting of settlements along the course of these streams, to make the route indicated the great thoroughfare of travel.

While on Red River Captain Blakely had repeated opportunities to make inquiries touching the navigability of the Saskatchewan, of those who had for years been familiar with it, and he is entirely satisfied that steamers may ply upon it a distance of 700 miles above Lake Winipeg. He says the reports which he obtained upon this subject are not half so discouraging as those he receiv d from the trappers and traders respecting the navigability of the Upper Mississippi before he took the first boat up the latter river. It is expected, however, that an experienced steamboat man will pass over the entire length of the river, from the lake to the Rocky Mountain House, next season, with the view of testing the matter thoroughly. We have the utmost confidence that the result will be in the highest degree satisfactory. If the British Government should pursue a wise and comprehensive policy in the management of her north-western possessions, within less than ten years this will become a great trans-continental thoroughfare, along which will collect prosperous and populous communities, and a new world be made to subserve the purposes of humanity and of civilization.

APPENDIX.

Plan of the Country between RED RIVER SETTLEMENT and the LAKE OF THE WOODS.

Scale of Miles 0 5 10 15 20

Signed S.J. Dawson

Note. This is a reduced Copy of the Map from actual survey accompanying Mr Dawsons Report of 15th March, 1858.

PLAN

Shewing the Proposed Route from

LAKE SUPERIOR to RED RIVER SETTLEMENT

Compiled from the

Maps of Messrs Dawson and Napier

T. Devine, Surveyor. Branch West,
Crown Lands Department,
Toronto, 25rd May, 1858.

Andrew Russell
Assistant Commissioner.

LAKE WINIPEG

Fort Alexander

River Winnipeg

Lake Winipeg

Lake of the Woods

Lake Nipigon

Lake Superior

Rainy Lake

Rainy River

Red River Settlement

Fort Garry

Pembina

Grande Decharge

Les Dalles

Rat Portage

Lake of the Woods

Proposed Route from Red River Settlement to Lake Superior

Line now being opened

Boundary Line 49th PARALLEL OF LATITUDE

Canoe Route of the Expedition

This Route explored by Mr Napier

Proposed Line of Road

Ridge of dry Ground

Picket Line through Swamp

Swampy Country

Open Marshy Plain

Oak Plains

Indian Gardens

Indian Settlement

Indian Mission

Stone Fort or Lower Fort Garry

Middle Ch. Settlement

Frog Plain Ch.

R.C. Cathedral

Fort de la Saline

Settlement

Settlement

Rat R.

Red River

Pembina

Boundary Line 49th PARALLEL OF LATITUDE

Scale of Miles 0 5 10 20 30 40 50

UNITED STATES

NADA

Profile of Canoe Route as handed in by Professor Hind.

J. Arrowsmith Lithr. 1858.

COPY
OF THOMPSON'S MAP
shewing the different tracks
OF THE SASKATCHAWAN AND ASSINNIBOINE
EXPLORING EXPEDITION.
In charge of Professor H.Y. Hind.
June 14th to Sept. 4th 1858.

(sd) James A. Dickinson
(sd) Henry J. Hind

Crown Lands Department
Toronto 30th Oct. 1858.

Andrew Russell
Assistant Commissioner

SASKATCHAWAN RIVER
CARLTON
FT. A LA CORN
ROOT RIVER
CEDAR LAKE
WINNIPEG LAKE
RED DEER L.
RED DEER'S RIVULET
PORCUPINE HILL
SWAN L.
SWAN RIVER
TOUCH-WOOD HILLS
SNAKE CR.
FORT PELLY
WATER HEN LAKE
LIT. SASKATCHEWAN OR DAUPHIN R.
ST. MARTIN'S LAKE
FISHER BAY
DUCK MT.
DAUPHIN RIVER
DAUPHIN LAKE
CRANE BAY
MOSS R.
MANITOBA L.
WASHOW BAY
Grindstone Pt.
Grassy Narrows
Sandy Bar
Drunken River
MANITOBA HO.
OAK POINT
SHOAL LAKE
PRAIRIE PORTAGE
WHITE MUD RIVER
White Horse Plg
FORT CARRY
RED RIVER
ASSINNIBOINE RIVER
ASSINIBOINE RIV.
SHELL RIV.
BIRD'S TAIL RIVER
QUAPELLE RIVER
MISSION
BOW RIVER OR SOUTH BRANCH OF THE SASKATCHAWAN
FORT ELLICE
BEAVER CR.
PLUM RIVER
LITTLE SOURIS R.
RED DEER'S HEAD RIV.
THE BLUE HILLS
PEMBINA MOUNTAINS
R. SAL OR STINKING R.
SCRATCHING R.
PEMBINA
49TH PARALLEL
UNITED STATES

Mr. Hind's track
Mr. Fleming's Canoe route
Mr. Hime's track
Mr. Dickinson's track
Mr. Dickinson's Canoe route
Track of the Expedition
Mrs. Hind & Fleming's track
Mrs. Hind, Dickinson & Hime's track
Mrs. Dickinson & Hime's track
Mrs. Hind & Dickinson's track
Mr. Fleming's track
Mr. Hind's track
Mr. Dickinson's track

John Arrowsmith, Litho. 1858

Great Saskatchewan River

Carrot River

Pasquia Hill

Red Deer L.

Red Deer R.

Red Deer R.

Salt Springs

Porcupine Hill

Shoal R.

Post

Swan L.

Fine Alluvial Valley

Thunder Mt.

Swan River

Rolling in R.

Snake Cr.

Guard

Fort Pelly

a beautiful Valley

Duck R.

Duck Mount.

Spruce R.

to Carlton

Quill L.

Dog Knoll

White Mud R.

Great Alluvial Prairie

Touchwood Hills

Last Mt.

File Mt.

Road to Carlton

Riviere Qui Appelle

Mission

Bateau Carrière

Shell R.

Mud Cr.

Broken Arm R.

Mossy Portage

L. Bourbon

L. Travers

Grand Rapids

Winnipeg R.

Lake

Duck B.

Red Deer Pt.

Duck B.

Salt Works

Salt Spr.

Salt Spr.

Wooded Country

L. Sangusepi or Sanguissippi

Densely Wooded Country

Raiford or Partridge Crop

Little Saskatchewan R.

St. Martins Lake

Garden I.

Big I.

Manitoba

Oak & Elm on the Flats

R. & L. Dauphin

Pahouman

Anemush Zaka-kowining

Wooded Country

Riding Mountain

Indian & Hunter's Road

Alternate Wood & Prairie

Dirdtail Creek

Hunter's Road

Arrow R.

Rapid R.

Lake Winnipeg

Otter I.

Buffalo L.

Halfbreed L.

Dog L.

Swan L.

Shoal L.

Netley Cr.

Jacks Hd.

Rabbit Hd.

Dog Hd.

Bull Hd.

Kakinawashak or Deep B.

Grindstone Pt.

Grassy Narrows

Big I.

Elk I.

Saugeen

Broken-head R.

Indian Mission

Stone Ft.

Rapids Ch.

Frog Plain

Sakatchewan R.

Fort Garry

R.C. Cathedral

Cote Head

Petawewinipeg Lake

White Mud R.

Fil.

Prairie or Grand Portage

Fine Prairie Land

R. Assiniboine

R. Salle

R. la Seine

R. Pte de la Salle

Red River

Red R.

R. aux Gratias

Hunter's Road to the Plains

R. aux Prunes

R. du Marais

R. aux Roseaux

Lat. 49°

Pembina River

R. aux Epines

Swamp R.

R. Assiniboine

Oak R.

To Carlton

Red Sand Hills

Deers Hd.

Fine Prairie frequented by vast herds of Buffalo

Pipe-stone R.

Snake Hill

Moose Mt.

Little Souris R.

Turtle Mt.

49° N. Lat.

Boundary Line

Hunter's Road

Great Missouri R.

True North

Crown Lands Department
Toronto 7th Sept. 1858.

Aurèle Russell
Assistant Commissioner

Copy of Sketch
Shewing the Region Explored
by
S. J. Dawson & his party,
BETWEEN RED RIVER AND THE GREAT SASKATCHEWAN;
July 1st 1858.

5 10 20 30 40 50 100
Scale of Miles

John Arrowsmith Litho: 1858.

EXPLORATION—BRITISH NORTH AMERICA.

PAPERS

RELATIVE TO THE

EXPLORATION

BY CAPTAIN PALLISER

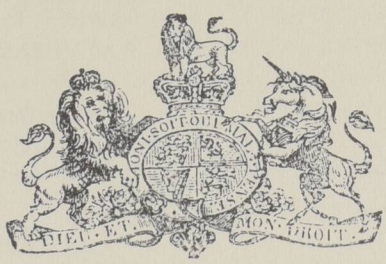
OF THAT PORTION OF

BRITISH NORTH AMERICA

WHICH LIES BETWEEN

THE NORTHERN BRANCH OF THE RIVER SASKATCHEWAN AND THE FRONTIER OF THE UNITED STATES; AND BETWEEN THE RED RIVER AND ROCKY MOUNTAINS.

Presented to both Houses of Parliament by Command of Her Majesty.
June 1859.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1859.

SCHEDULE.

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PAPERS

RELATIVE TO THE

EXPLORATION OF BRITISH NORTH AMERICA.

No. 1.

No. 1.

COPY of INSTRUCTIONS from the SECRETARY of STATE to Captain PALLISER.

SIR, Downing Street, March 31, 1857.

WITH reference to the Letter which, by my directions, was addressed to you on the 28th inst., I have now the honour to communicate to you Special Instructions for your guidance in the conduct of the Expedition for exploring that portion of British North America which lies between the northern branch of the River Saskatchewan and the frontier of the United States, and between the Red River and the Rocky Mountains.

Having completed all preliminary arrangements necessary for the future safety and success of the Expedition, it is the desire of Her Majesty's Government that you should proceed by the Sault Ste. Marie on Lake Superior to Fort William, and from thence by the Kaministaquoia as far as the Kakabeka Falls, and that you should ascertain the precise geographical position of the point at which the White Fish River falls into the Kaministaquoia. From thence it is desired that a party should be detached to explore the country to the westward towards the height of land, and, as far as may be practicable, without long delay, to determine the height and direction of the watershed for some distance on either side of the line due west from the White Fish River.

If this preliminary Exploration should lead you to think such a measure practicable, it would be desirable that you should detach a small party, lightly equipped, and supplied with provisions for a few days' march, who should pursue a line directly to the westward, meeting the ordinary canoe route either at Cross Lake or Sturgeon Lake.

From the point at which this party shall rejoin the rest of the Expedition you will proceed by the ordinary route to Fort Garry on the Red River.

In regard to the entire region lying between Lake Superior and Lake Winipeg, it is desirable that, in addition to the ordinary observations upon the physical features and geology of the country, the attention of all the members of the Expedition should be directed to ascertain the relative levels of all the points which can be recorded and laid down with topographical accuracy; as, for instance, the height of the falls and rapids on the streams which lie along the canoe route, and the relative height of the several points in the watershed between the above-mentioned lakes which may be visited by the Expedition. In case, as is probable, the botanical collector should not accompany the separate exploring party, information should nevertheless be obtained as to the nature and quantity of timber which may be found on the line of march.

From Fort Garry you will start, as soon as you have organized your party, in a westwardly direction, taking such a course as you shall consider most advisable for acquiring additional knowledge of the country on either side of the Bow River or south branch of the Saskatchewan River during the remainder of the season of 1857, and you will make arrangements in advance for wintering the Expedition at Carlton House, where you will meet Lieut. Blakiston.

At the commencement of the season of 1858 you will start, as soon as the weather is sufficiently open and favourable, to explore the country between the two branches of the Saskatchewan River and south of the southern branch, and thence proceeding westward to the head waters of that river, you will endeavour, from the best information you can collect, to ascertain whether one or more practicable passes exist over the Rocky Mountains within the British territory, and south of that known to exist between Mount Brown and Mount Hooker.

Great care must be taken that the Expedition shall return to Fort Garry in sufficient time to allow them to reach England, viâ Fort Pembina and the United States, in the fall of 1858.

In the event of you yourself desiring to proceed westward from the Rocky Mountains to Vancouver's Island, Her Majesty's Government consent to your doing so only under the express conditions that the homeward conduct of the Expedition can with perfect prudence be entrusted to the charge of Lieut. Blakiston or Dr. Hector, and that the expenses of your travelling from Vancouver's Island are defrayed from your own resources; and, further, that the Indian war now raging in the country west of the Rocky Mountains shall have terminated.

It being the desire of Her Majesty's Government that the Expedition should, as far as practicable, be made available for extending general as well as special scientific knowledge, I have to impress upon you the importance, in addition to maintaining a regular series of instrumental observations, of regularly recording the physical features of the country through which you will pass, noting its principal elevations, the nature of its soil, its capability for agriculture, the quantity and quality of its timber, and any indications of coal or other minerals.

Separate Instructions will be furnished by Major-General Sabine, Sir Roderick Murchison, and Sir William Hooker for the guidance of the scientific gentlemen attached to the Expedition.

The result of your surveys and observations should be embodied in a Journal of the Expedition, to be kept with the utmost practicable regularity. A duplicate of that Journal, and of any special observations and reports on the geology and natural history of the country, should be completed at all convenient stations, and forwarded at every favourable opportunity to England, addressed to Her Majesty's Principal Secretary of State for the Colonies, Downing Street, London.

In full reliance upon your ability and discretion, Her Majesty's Government have not hesitated to entrust to you the conduct of the Expedition, with the express understanding that the scientific gentlemen of your party will consider themselves subject to your authority, and bound to be guided explicitly by the orders which your experience may suggest for the safety of the Expedition and for the complete success of the objects for which it is undertaken.

In the event of any unforeseen accident which might deprive the Expedition of your services as leader, the command of the party may be entrusted by you either to Lieut. Blakiston or to Dr. Hector, and you will furnish a duplicate copy of these Instructions to whichever officer you may select for that purpose.

In conclusion, I cannot too earnestly impress upon you the necessity for the utmost caution in the selection of the line of route to be taken by the Expedition, and in avoiding all risk of hostile encounters with any native tribes who may inhabit the country through which you may pass.

I have to request that you will communicate to me, for the information of the Lords Commissioners of the Treasury, the mode in which the expenditure incurred by you while in the territories under the control of the Hudson's Bay Company is to be defrayed, and you will understand that the limits of expense prescribed for the Expedition cannot be exceeded unless under circumstances of urgent necessity, which you will at once report for the information of Her Majesty's Government.

I have, &c.

Captain Palliser
&c. &c.

(Signed) H. LABOUCHERE.

No. 2.

No. 2.

Copy of REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Sault Sainte Marie, June 10, 1857.

(Received July 3, 1857.)

Sir,

I have the honour to report my arrival here at 4 o'clock A.M. this morning. We started from Liverpool in the "Arabia" steamer, which left England at 3 P.M., May 16, and landed at New York at 6 P.M. on the 28th May.

Immediately on landing, we experienced some difficulty with the Custom House at New Jersey, and subsequently were enabled to pass our instruments through, owing to the kind assistance of Mr. Pompelly, of New York, whose acquaintance we casually made at our hotel next morning. Mr. Pompelly, aided by Mr. Wheatley, well known as an

accomplished mineralogist in the scientific world, accompanied us on the 29th May to the Custom House, and having explained the objects of our Expedition, and representing it as one directed by Her Britannic Majesty's Government, these gentlemen at length succeeded in accomplishing our object of passing the instruments, saddles, guns, &c., but not until they had called on the Solicitor of the Customs, and conferred with the Superintendent, and several of the subordinate officers of the Custom House. I have entered into these minutiæ, as I consider the kindness of these two gentlemen (Mr. Pompelly and Mr. Wheatley), and their anxiety in the furtherance of international science, deserving of the highest praises.

I am much concerned at having to report, about this date, the bursting of one of our new barometers. I am fully convinced that this accident has not occurred from the relaxation of Dr. Hector's vigilance over the barometers, which has been most unremitting. I therefore had the instrument examined by the first makers in New York, who agreed that it might have arisen from the tightness of the metal fittings enclosing the cistern, which prevented its due expansion with a great rise in temperature, such as we experienced on landing at New York.

Mr. Pompelly, however, most kindly applied for us, and obtained one of the New York Observatory barometers, until such time as ours could be repaired and forwarded to Carlton House, or otherwise reclaimed.

On the morning of 2d June we started for Detroit, viâ Elmira and the Niagara Falls. At Detroit we were detained several days, as the steamer to the Sault Sainte Marie had not yet returned; she, however, arrived on Saturday the 6th, reporting much ice still floating on Lake Superior, and also that Sir George Simpson was still detained at the Sault Sainte Marie by the ice. We have, therefore, no longer any reason to regret the delay of our departure from England, as all progress, owing to the very unusual lateness of the season, would hitherto have been denied us.

On my arrival this morning at the Sault Sainte Marie, I have found my two birch canoes and 16 rowers awaiting me, and have made an arrangement with the captain of the steamer to take us up, with men, boats, luggage, and all, to Isle Royale; and as the steamer is now starting I must conclude my Report.

And remain, &c.

Her Majesty's Secretary of State for the Colonies.

(Signed) JOHN PALLISER.

No. 3. No. 3.

Copy of REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Fort Garry, Hudson's Bay Company's Territories,
July 16, 1857.
(Received October 3, 1857.)

Sir,

In continuation of my Report, dated Sault Sainte Marie, June 10, 1857, I have now the honour of acquainting you with our further progress.

Owing to the unusual lateness of the season, Lake Superior was crowded with floating ice, offering great difficulties even to a steamer, and, after consulting experienced persons, I determined to accept the further assistance of the steamer "Illinois," whose captain agreed, for the sum of $300, to take up my two canoes on deck, 16 voyageurs, and ourselves across the lake, and leave us near Isle Royale, about eight hours' paddling distance from Fort William.

Although this might have appeared a large sum (*i.e.*, £61 5*s.*), yet subsequently I had reason to congratulate myself on adopting that course, for, shortly after, the men and canoes were taken up, we came on fields of ice, and the captain, after pushing his way for several miles, fell in with a schooner that warned him to return and try a course along the north shore of the lake.

At length, after deviating 70 miles from his course, he succeeded, and came in sight of the island at daybreak of the 12th June, four miles to the north-east.

We then launched, loaded, and started in our canoes, having avoided not only seven or eight days' journey, but also the risk of being stopped altogether by the ice.

We reached the mouth of the Kaministoquoiah at nightfall, and arrived at Fort William at 10 P.M. on the 12th June, where we learned that Sir George Simpson had only preceded us eleven days, having been eight days on the north shore of Lake Superior, where his canoe had been broken on the ice.

On Saturday, 13th June, we started, and encamped some miles from the fort, and on Sunday, the 14th, arrived at the mouth of the White Fish River. I halted here, and, according to my instructions, organized a party, consisting of myself and Dr. Hector, three voyageurs, and three Indians, and ascended the White Fish River. I chose these small birch canoes, on account of their drawing but very little water; they could merely carry two paddlers and one passenger each, while the third, with two paddlers, took the provisions for the party, consisting of eight people in all.

I can readily understand why the existence of this river has been denied, as its mouth could be easily passed unobserved by those only travelling in canoes on the Kaministoquoiah, owing to its taking a sudden bend before flowing into that river, and therefore appearing much like a recess of the Kaministoquoiah.

The White Fish River varies in breadth from 40 to 60 yards, and is 5 feet deep at its mouth; but useless for purposes of navigation, owing to the frequency of the rapids. We punted up a considerable portion of the stream at intervals, when the rapidity of the river prevented us from paddling. In the first day of our journey up the river, the barometer indicated a proximate ascent of 75 feet in 12 miles, and on the second day a further rise of 100 feet in six miles. Here a very large tree fell on one of the canoes, and dashed it to pieces, I myself narrowly escaping by jumping out of the way. The rain was very severe, and the men very much exposed, being obliged frequently to get out up to their middles in water to assist in bringing up the canoes.

Owing to the accident which befel our boat with the provisions, we were obliged to return the next day.

Dr. Hector and I started accordingly on foot at 6 A.M., June 14th, straight through thick woods, in the direction of the falls of the Kakabeka, distant by our calculation 27 miles, taking two Indians with us, and sending back the remaining canoes with the third Indian, and the three voyageurs to the camp at the mouth of the White Fish River, with directions for the whole party to go on to the falls of Kakibica, and meet us there.

On leaving the course of the White Fish River, we ascended a steep bank into a region of larch woods, and, contrary to our expectations from the previous reports, found no difficulty in pushing forward at the rate of $3\frac{1}{2}$ miles through the country intercepted between the White Fish and Kaministoquoiah Rivers; and, if we could take our experience of that portion of the country for a fair average of the whole, I do not apprehend any difficulty in connecting, either by means of railroad or a common road, the country around Fort William with the south shore of Sturgeon Lake, but the accident which occurred to our boat and provisions took place before we reached the watershed which must necessarily exist between the head of White Fish River and the waters which flow into Lake Winipeg; and therefore it still remains to be seen what amount of difficulty to overcome the watershed will present at that point compared with that which it offers, both on the Old Portage Route and the Northern Portage Route, which we have followed.

All this time heavy rain fell with little intermission, and detained us for several days after we had arrived at the Kakabeka Falls.

On the 23d we reached the height of land, and next morning crossed the Savannah Portage into the Savannah River, and commenced the descent of the watershed towards Lake Winipeg.

On the 1st July we arrived at Fort Frances on Lac la Pluie, and, while at breakfast in the fort, a large number of Indians formed a deputation, headed by their chiefs with their soldiers, and led by the old chief of the Lac la Pluie nation. It seems that they had heard a rumour of my arrival, and had organized this deputation for some time previously. This fact I would not have taken up your time by dwelling on, were it not for the high tone which the old chief took in his harangue, which contained in it more than the mere ordinary imagery with which they make speeches for the sake of obtaining presents.

He said, "I do not ask for presents although I am poor, and my people are hungry, but I know that you have come straight from the great country, and we know that no man from that country ever came to us and lied. I want you to declare to us truthfully what the great Queen of your country intends to do to us when she will take the country from the Fur Company's people. All around me I see the smoke of the white man to rise. The 'long knives,' (*i.e.* the Americans) are trading with our neighbours for their lands, and they are cheating them and deceiving them. Now, we will not sell or part with our lands."

It was of no use to try and cut him short by any assurances that I was not employed to treat for the sale of his lands; and I told him confidently that if he did not wish to

part with his lands, and also if he and his people behaved as always they had done, that is, quietly and peaceably, with the white faces, I would assure him that the Queen would never send soldiers to deprive them of their lands by force.

Here an Indian (not of their nation, but of a friendly neighbouring tribe) muttered to him in a low tone, "Make him put it into writing on a piece of paper; make him, I say; and now I have said it, for its nothing to me one way or the other, but I know the whites on the other side where we are, and I say make him put it into writing." But the orator said aside to him, "No, what he will say he will keep to." "Now," continued he aloud, "what is to become of us? we have no more animals; they are all gone, and without skins the Company will not give us goods from their store; and only for the little fish we take we would starve, and many of us do starve and die." I answered that they were to blame for not endeavouring to cultivate their lands and find other resources for maintaining themselves besides hunting. He answered, "There are none to show us, and we have no implements to do it with."

He then objected to Mons. Bourgeau collecting plants, and requested that Dr. Hector should not take away any mineral specimens as long as we were in his territories. He also begged that the great Queen might be made acquainted with their unhappy condition, and that she might know that his heart was grieved by reason of all those of his children who died by hunger. He asked me to promise that I would acquaint the great Queen of these things, and to see her myself.

But I satisfied him that I would write his words to the big men that were in the habit of giving good advice to the Queen, and so we parted good friends.

All this, insignificant as it may appear, was of some importance to us, as the chiefs, with their old leader and orator, were highly excited. There were upwards of 200 Indians inside the fort, 100 of whom were armed, and our party consisted of myself and interpreter, and my three companions, and the agent and storekeeper of the fort.

The conference lasted two and three quarter hours, in which period I heard and replied to five speeches, and the gentlemen in charge of the post seemed greatly relieved at the Indians quietly leaving the fort on the successful issue of the conference.

On the 5th July we camped on Sturgeon Lake, at the mouth of what has hitherto been called Sturgeon River, and, according to my instructions, I started with Dr. Hector to explore back again in a south-east direction towards the White Fish River.

We had not proceeded far, when what appeared merely a river turned out to be a passage to a very large lake.

We pushed across in an easterly direction, and searched the opposite shore for an outlet, found a very fine waterfall, and walked up the woods without much difficulty for about a mile and a half, when we came on another lake whose dimensions appeared not far inferior to those of the first. And from all I have seen, both immediately on the route and whenever I have deviated (which I have often on foot for hours while the men were resting or cooking), I have come to the conclusion that the whole country between the watershed and Sturgeon Lake is but a mass of lakes and islands. The traversing of this country can only be effected in winter by means of sledges and snow shoes when the lakes are frozen, and the underwood, the swamp, and fallen timber are filled up by the snow, over which there is then no difficulty in travelling on snow shoes; and as I was aware that this was not the proper season for carrying out the investigation, on account of the large staff of men, canoes, and provisions which I would have required, and the details of which (*i. e.* those connected with running a road through a woody, swampy, and lake country) would be far better carried out by a professional engineer with a sufficient staff of assistants and lumberers, the providing of which would perhaps more immediately be the duty of the Canadian than that of Her Majesty's Government at home. It is much to be regretted that the means of so many miles of deep and valuable water carriage should be rendered unavailable by so great a number of small, insignificant portages.

Many of these difficulties, however, are to be overcome by engineering, at but a trifling expense, and if ever the country becomes inhabited it will hereafter enjoy much facility for steam-boat communications.

On Wednesday July 8th we reached the Island Portage, the last on the route, whence there is uninterrupted communication by water all the way across Lake Winnipeg to Lower and Upper Fort Garry, and as far as Fort Pembina on the other side of the frontier.

We reached Lower Fort Garry on Saturday the 11th, rode to the English Protestant Church on Sunday, about four miles distant, and were much surprised to find a large attentive congregation of Scotch people and half-breeds of various shades of colour.

The summer here is very warm, and crops seem quite, by the rapidity of their growth now, to make up for the long dreary winter of this country. The resources of the

country are not half developed. The indolence of the people is truly wonderful, and seems even to have the effect of corrupting those who have arrived with previously active habits. Hunger and want do not seem a sufficient stimulus to arouse them to exertion. The Hudson's Bay Company do not import more than one quarter of the goods sufficient for the use of the settlement, their equipment having always been far short of what is required, and purchasers with means and produce are refused the articles they want on that account. The want of adventure and energy pervades all classes. There is no labouring class whose labour can be depended on for a day; they hunt during three months of the year, and beg, borrow, and starve during the remaining nine. Their grievances appear imaginary, and indolence the cause of all their trouble. This character is mainly that of the half-breeds. Of the Scotch there are many that do well, but would succeed far better if they could reckon on obtaining any regular labour. The only hold the Settlement has on the enlightened members of its society is the security of property here, and good laws, as compared to the insecurity on the American side. Should the American legislature obviate that difficulty, all the industrious and valuable portion of the population would soon flock over to the other side.

Thunder storms are of frequent occurrence here, and though apparently not severe, yet frequently fatal to human life. While I was writing the above, a flash of lightning has fallen on an Indian tent, and killed one man and three women. I found two of them fearfully burnt, but the remaining two, though quite dead, are seemingly untouched. I have myself frequently, on Lac la Pluie, and elsewhere on the route, observed the lightning to flash upwards from the earth to the impending cloud, when it often presents the appearance of a forked string of bright beads.

I purpose leaving this on Monday morning with Dr. Hector, Mr. Sullivan, and Monsr. Bourgeau and thirteen men, all well armed. We shall go as far as the frontier at Pembina, and thence along the boundary to Turtle Mountain, thence to Beaver Creek, and from thence right across to the elbow on the Lower Saskatchewan. My horses, about thirty in number, stand me an average of 20*l.* each, and the men's wages at the rate of 40*l.* per year. Traversing the Lower Saskatchewan is, I regret to say, not unattended with danger. Sir George Gore was reported as having been decoyed into a conference with the Sioux, about a year ago, and he and his party were robbed of their baggage, horses, clothes, arms, and ammunition, and he himself, without even a shirt, was obliged to take refuge at Fort Union, fortunately not too far away to enable them to reach alive.

I have the honour to enclose you my Secretary Mr. Sullivan's astronomical observations, and I have desired Dr. Hector to communicate his geological researches to Sir R. Murchison. Monsr. Bourgeau has been most successful in his botanical collections, and is preparing a case of Flora and seeds for Sir Wm. Hooker, which I trust will arrive safely in England before the end of October next.

I have endeavoured to embody as many of the principal incidents recorded in my journal as the short space in an official letter will permit, and I hope to have the honour of continuing this report as soon as I have reached my winter quarters at Fort Carlton.

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

Her Majesty's Secretary of State
for the Colonies.

Sketch of the Lower portion of WHITE FISH RIVER,

by

John Palliser, Esq.r

1857.

Scale of Miles.

Kaministiquia R.iv.

Lat. 48°21'

Long. 89°47'

Maim

Camp, June 13th 14th 15th

Sect.

Small Section of vertical Shist

Marsh with Willows

Mud banks distinctly scrutified

Burnt Woods

Aspens and large stumps

Banks of black micaceous Sand

The water on the Rapids is generally from 9 inches to 1 foot deep. But in pools it reaches as much as 10 ft.

The valley of this River is not as rich as the lower part of the Kaministaquoia. The wood is however equally fine at some places, but there is very little of it. The banks being principally clothed with light Aspen, Balsam, Poplars, Birches & Willow.

Poplar & small Birch Brush

High ridge densely wooded

Many large Granite & Gneiss strewn in the stream

Ridge or Drift 40 ft. high is here cut through by the River.

Sect.

Mynaek or Pine R.

Large Pines

Stream strewn with Boulders

Sect.

Sect.

Camp, June 14th

Very fine Pine Wood

Elevation above mouth 75 ft.

Aiman R.

Rapids more frequent & longer

Lat. 48°17'

Long. 90°5'

Camp June 15th

Elevation above mouth 175 ft.

E

N

Var. 5°40' E.

S

W

Prodable Route Back on the 16th

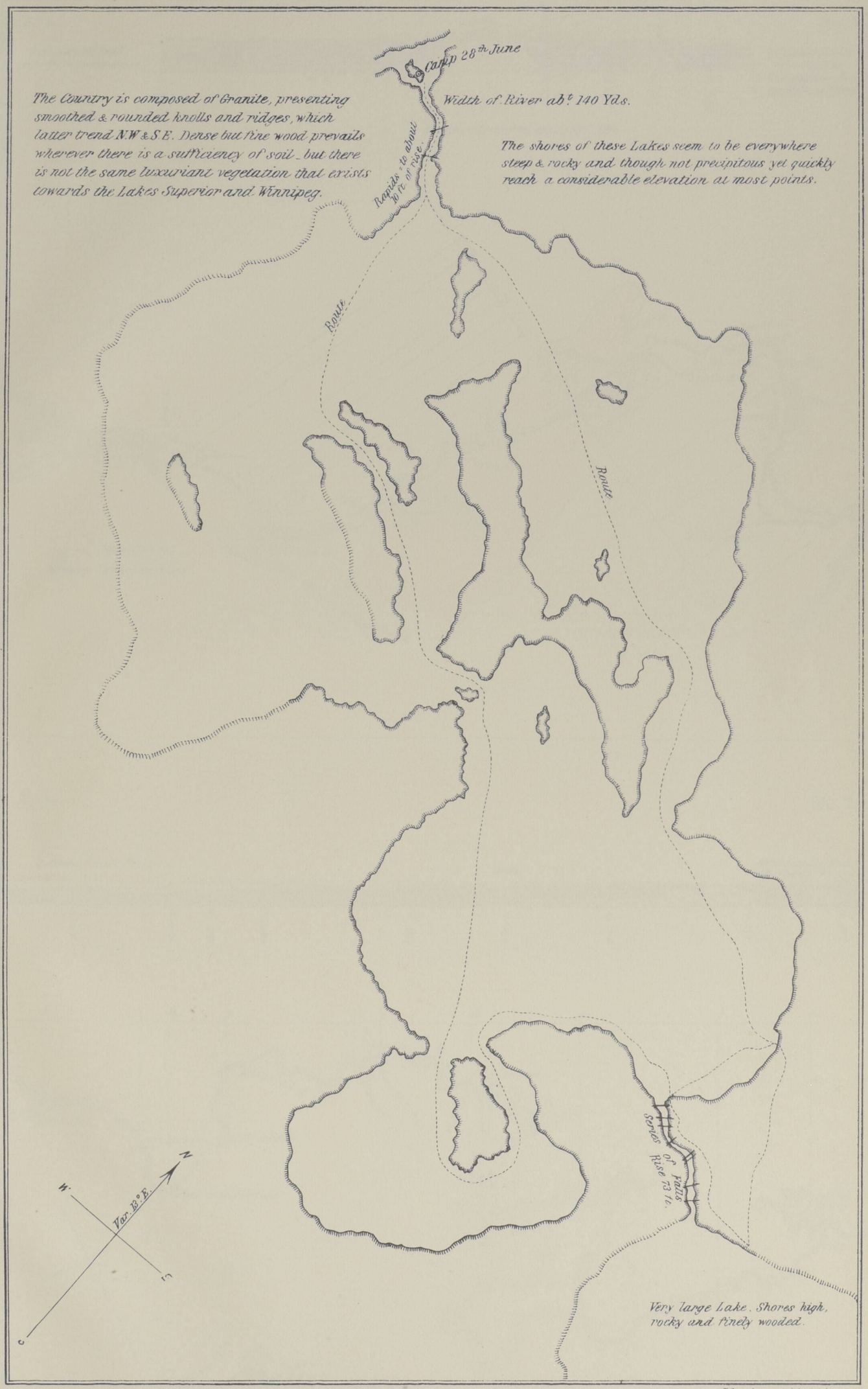
The same ridge is again seen in Section, but on the opposite side of the River. These two and one further up the stream are the only points where there is not considerable extent of level ground on both sides.

The country here forms a high Plateau of Drift sloping gently to the Kaministoquoia, but towards the White Fish R. it is broken up into numerous ridges separated by deep Gullies that run S.E. and in which the feeders of the latter river run. This Plateau is covered with Larch wood forming a plantation free from underwood. No swamp, except close to the Kaministaquoia, where also the Larch is replaced by Cypress and the underwood become very dense.—

Several lofty sections are here exposed consisting of 5 to 7 ft. of a dark argillaceous Shist, stratification horizontal, but much jointed & fissured with many Quartz veins: this being capped by 70 to 80 ft. of dark colored Drift. Boulders are plentiful in the bed of the stream, principally of Gneiss.

This Map is only approximately true — The distance not having been obtained by exact measurement.

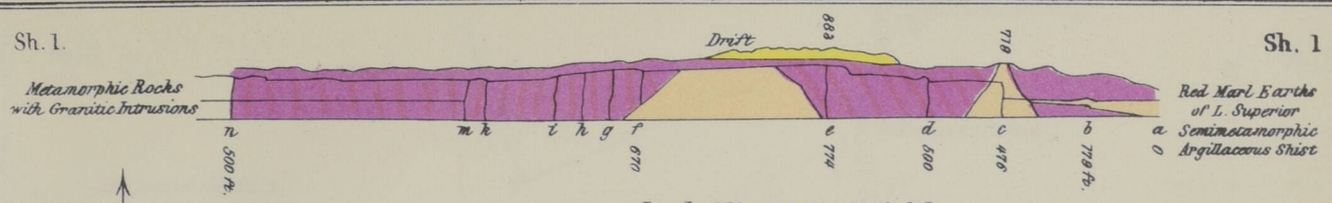
John Arrowsmith, Lithy. 1859.

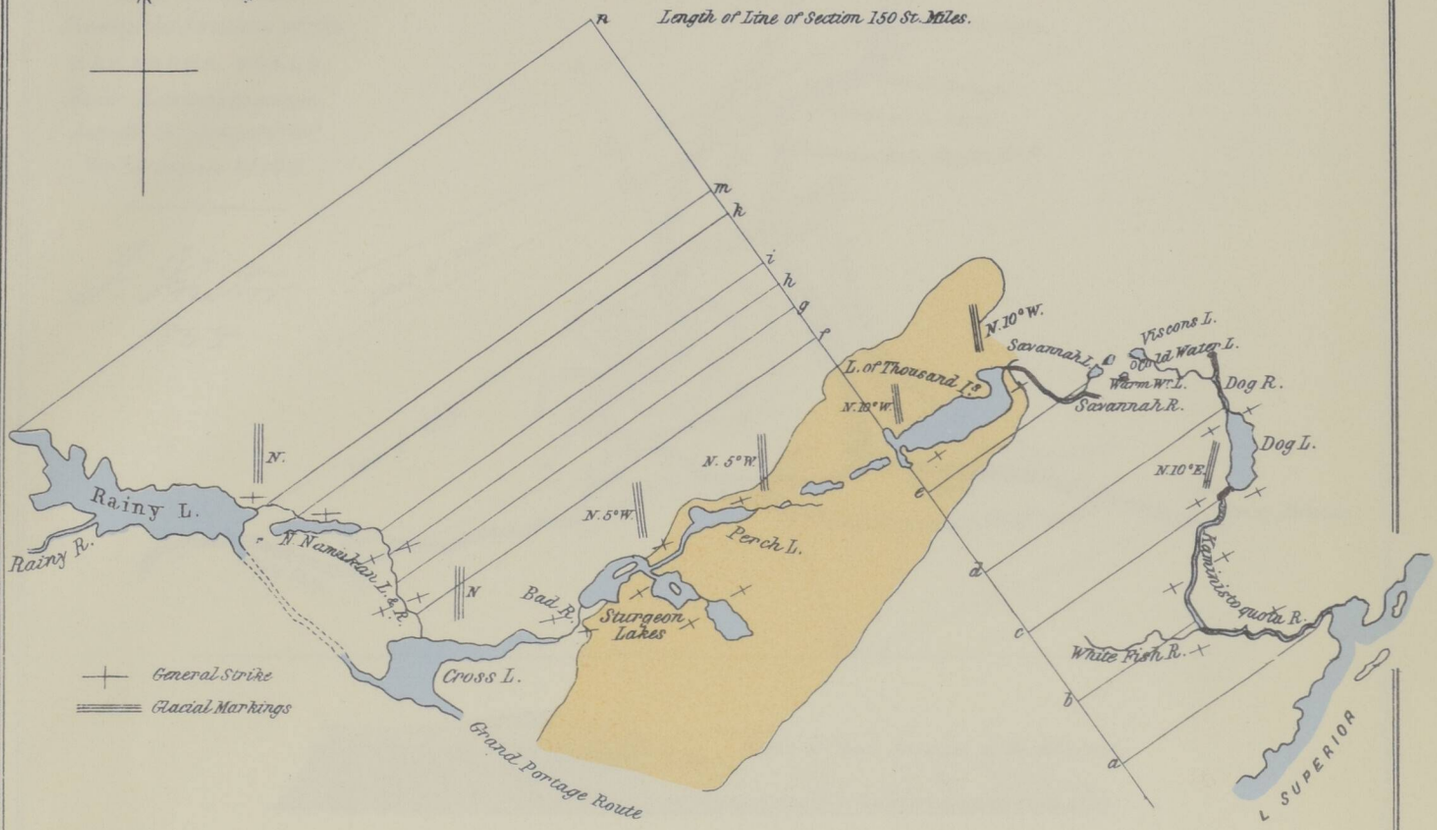


John Arrowsmith, Litho. 1859.

Sh. 1.

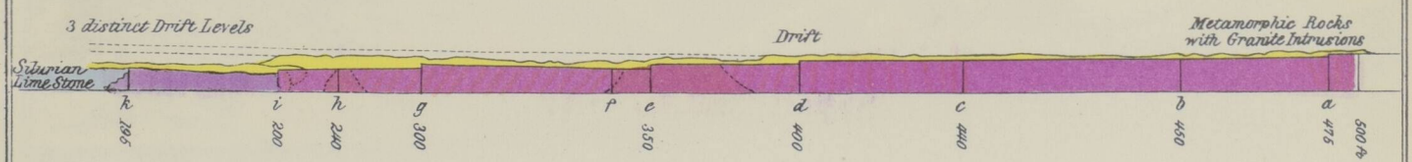
Sh. 1





Sh. 2

Sh. 2





J. Richardson. 1858.

John Arrowsmith, Litho. 1859.

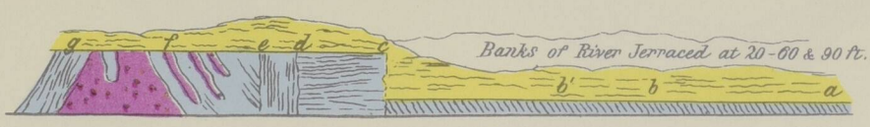
Sh. 3

Sh. 3

Map and Section.
Shewing the Structure of the
KAKABEKA FALLS.
River Kaministoquoia.
Lat.: 48°. 23¹ _ Long.: 89°. 40¹
Var.ⁿ of Compass 6°. 34' E.

J. Richardson
1858.

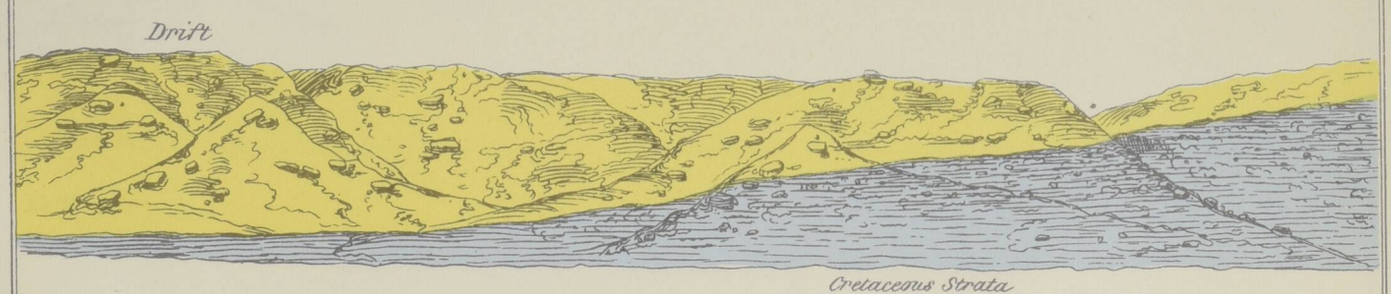




Sh. 4

Sh. 4

Section and Map. _ So. Branch of R. Saskatchewan. Lat. 50°.54¹ Long. 107°.30¹.



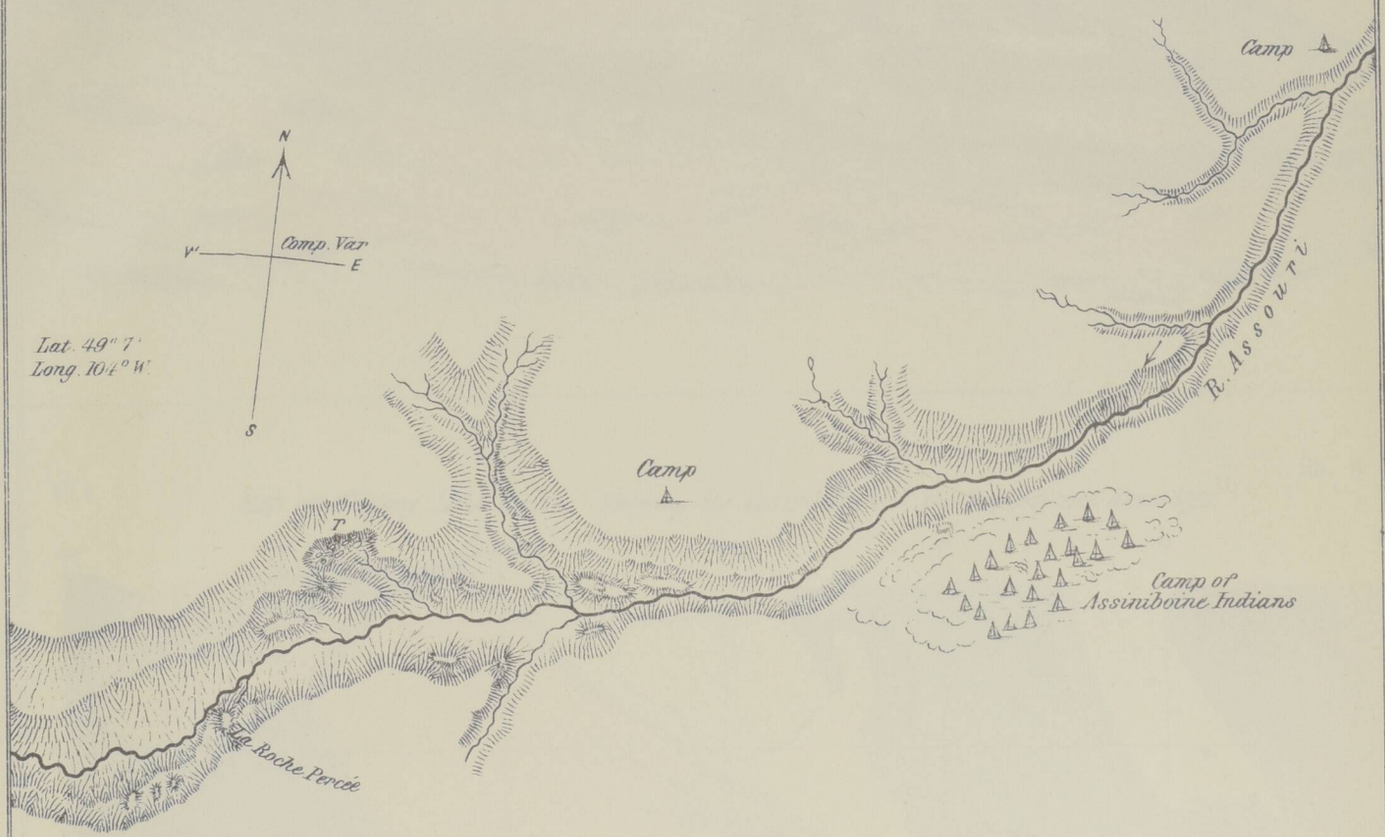


John Arrowsmith, Litho. 1859.

Sh. 5.

Sh. 5



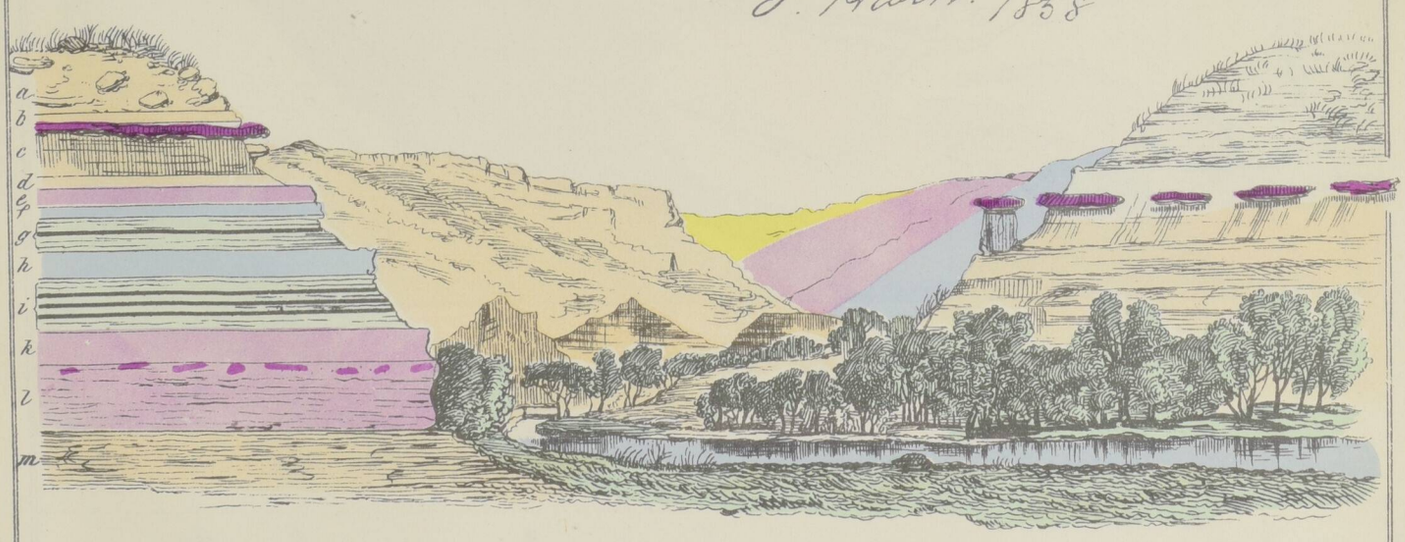


Sh. 6

Sh. 6

Section of the Valley of the Assouri R. at "La Roche Percée."

J. Richtr. 1858

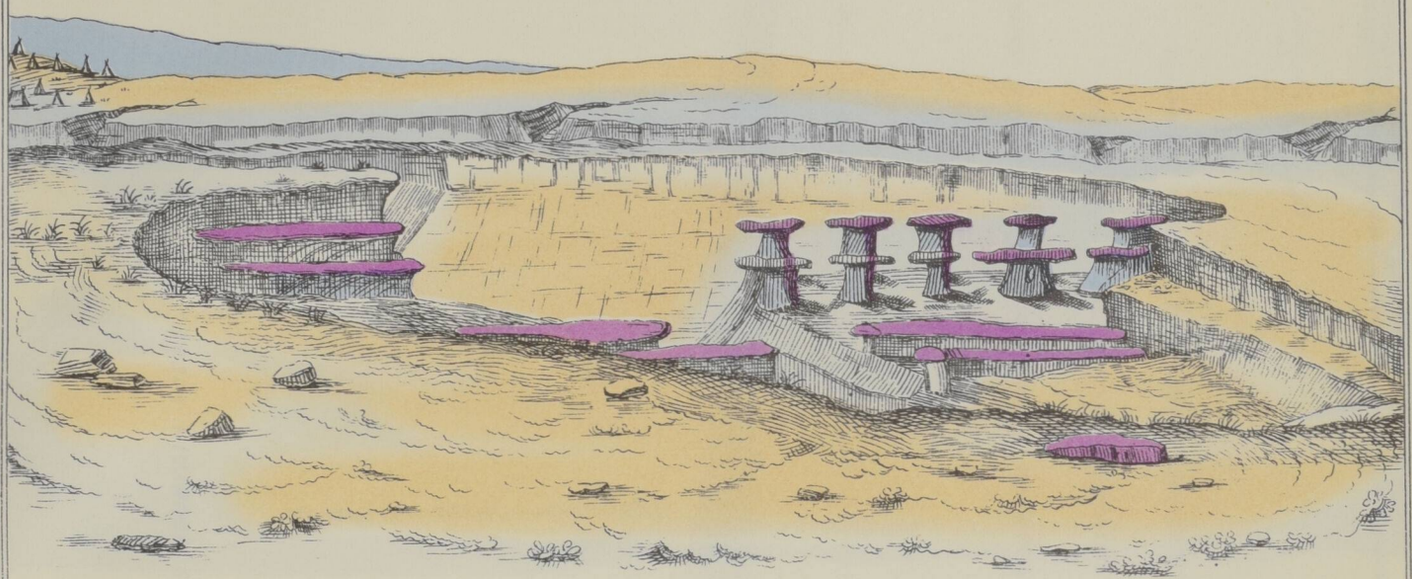


John Arrowsmith, Litho. 1859.

Sh. 7

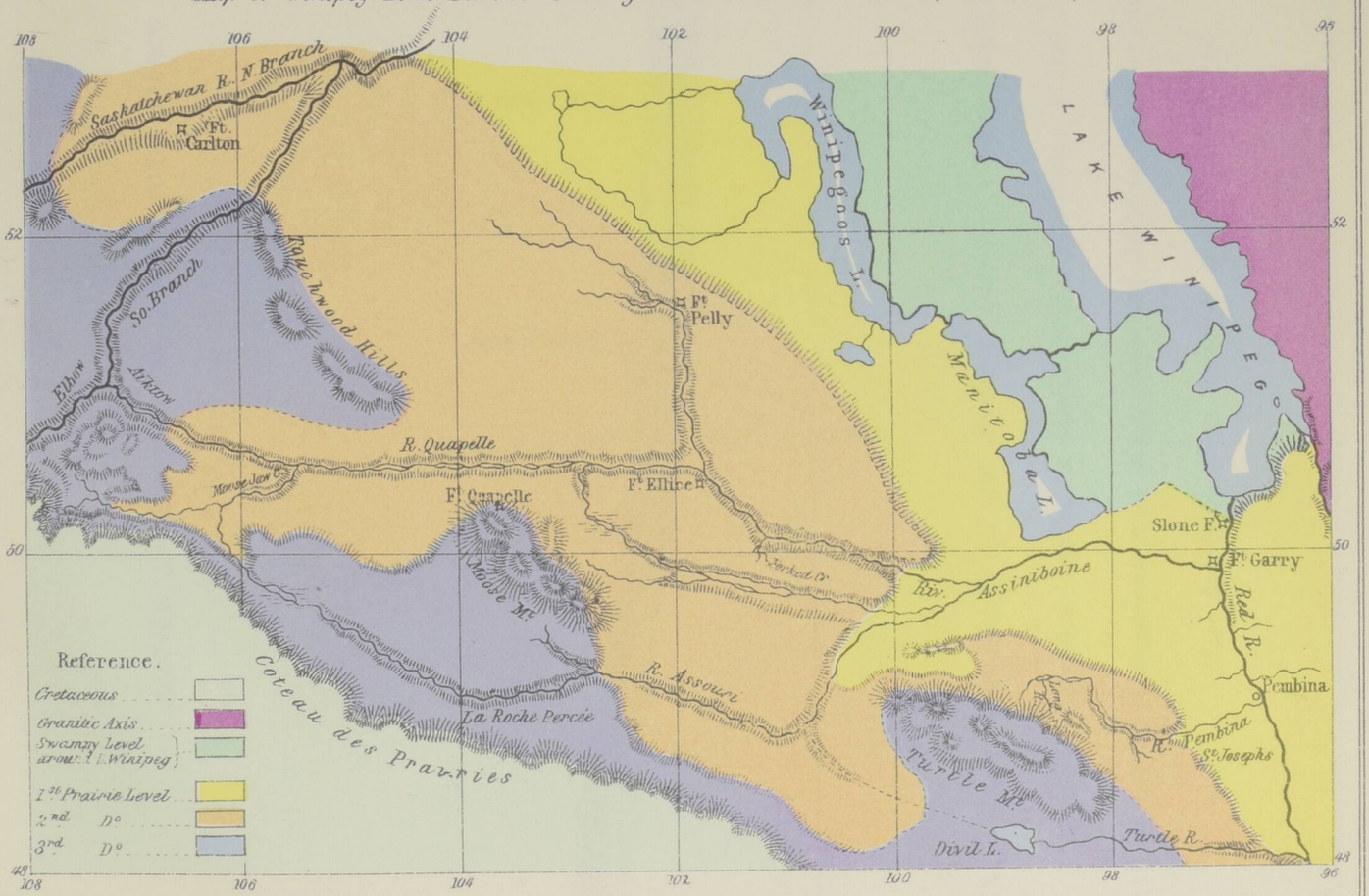
Sandstone Concretions.
Creek on Assouri R. (Roche Percée.)

J. Richardson, 1855.

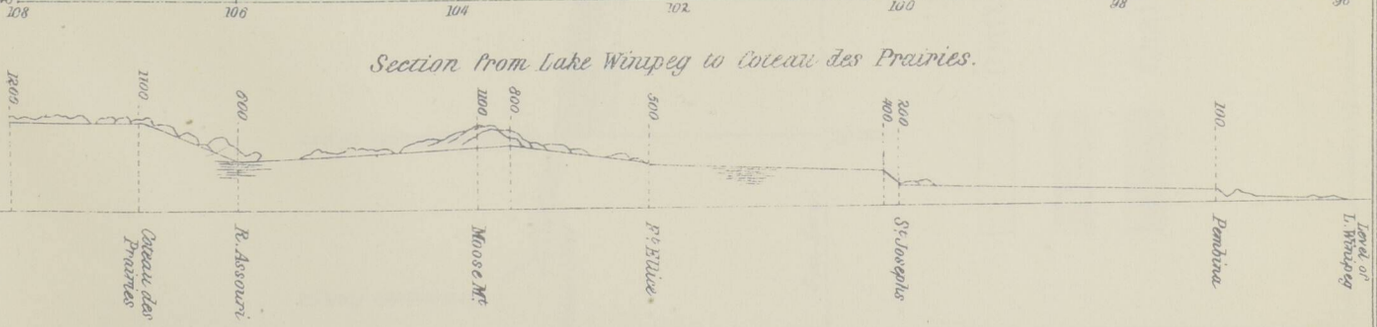


Sh. 8

Map of Winipeg Lake Basin. Shewing the distribution of the Superficial deposites.

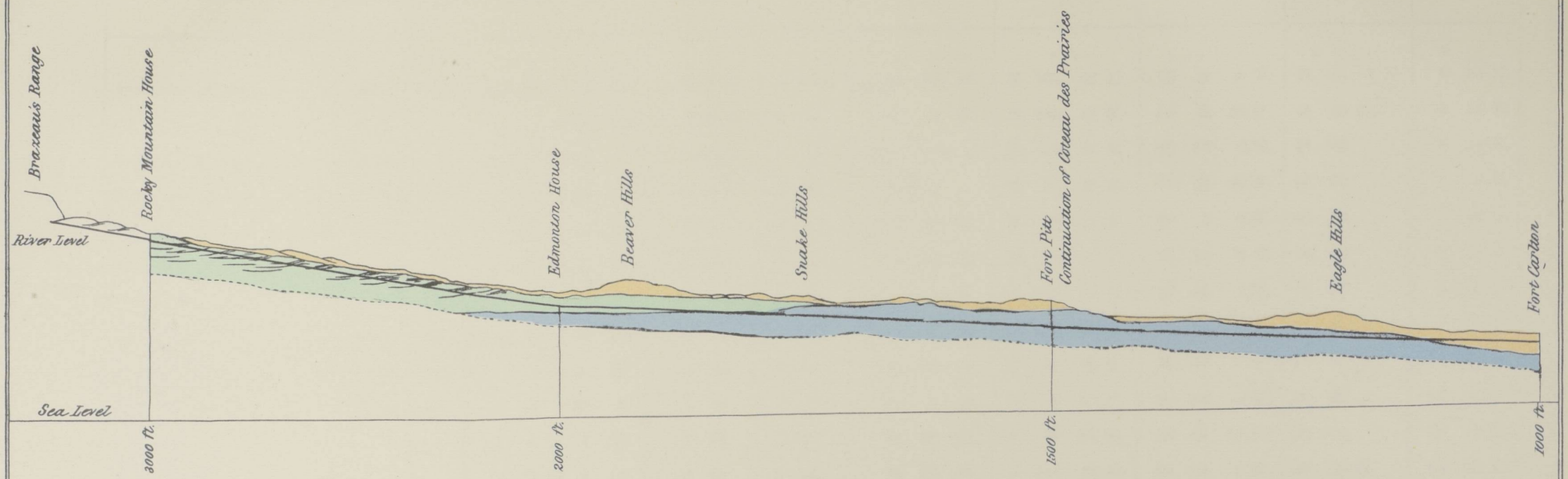


Section from Lake Winipeg to Coteau des Prairies.



John Arrowsmith, Lithr 1859

SECTION. _ SASKATCHEWAN RIVER. NORTH BRANCH. FORT CARLTON TO MOUNTAIN HOUSE.



Drift. *Coarse Sand, Shingle &c. with Boulders, consisting of large angular and rounded fragments of Magnesian Limestone and Axoic rocks.*

Beds of Clay, Shale, Sandstone and Limestone with seams of Coal. _ Upper Sandstones, greenish-grey: Lower Sandstones, red.

Chalk, *of Nicollet. Calcareous and sandy Clays with Septaria which contain Fossils, viz: Baculites, Inoceramus, Cucullea, Lucina &c.*

These beds vary from Ash-Grey to a purple-brown.

J. Richardson. 1858.

John Arrowsmith, Lithr. 1859.

Enclosure in No. 3.

Locality.	Barometer.	Thermometer.	Chronometer Times.	Error on G.M.T.	Ind. Er.	Observed Alts.	Observed Azs.	Longitudes.	Latitudes.	Variations.
		°	d. h. m. s.			° ′ ″	° ′	° ′ ″	° ′ ″	° ′
Trembling Portage - -	29·1	61	June 21 3 3 31	+2 39·9	4 40+	⊙ 94 36 26	N. 103 53 E.	89 59 48 W.	48 31 5 N.	6 21 E.
On Kaministoquoia - -	28·9	56	„ 21 8 50 46·5	2 39·9	4 40	95 4 52	N. 243 54 E.	89 58 10 W.	48 40 00	5 14 E.
In lat. 48° 45′ N. - -	28·8	57	„ 22 15 59	2 43·2	4 40	Varn. by hr. ∠	N. 91 36 E.	89 53 0 W.	48 45	8 54 E.
In lat. 48° 55′ N. - -	28·75	69	„ 23 2 20 53	2 44·7	4 40	Ditto	N. 91 49 E.	89 53 48 W.	48 55	9 5 E.
Savannah Portage - -	28·62	84	„ 25 2 0 45	2 49	4 40	⊙ 72 23 25	N. 88 35 E.	90 5 0 W.	48 53	6 53 E.
Perch Lake - - -	28·44	81	„ 27 12 17 22	2 54·5	4 40	30 30 10	N. 279 40 E.	91 12 0 W.	48 35	8 14 E.
In lat. 48° 27′ N. - -	29·05	51	„ 29 1 16 57	3 3·9	4 40	Varn. by hr. ∠	N. 75 30 E.	92 30 0 W.	48 27	9 53 E.
Fort Francis - - -	29·0	85	July 1 4 19 96	3 5	4 40	⊙ 111 1 38	N. 118 15 E.	93 30 0 W.	48 36	9 31 E.
In lat. 48° 50′ N. - -	29·45	83	„ 3 3 34 32	3 12	5 51	95 25 11	N. 101 00 E.	93 58 0 W.	48 50	11 20 E.
In lat. 49° 26′ N. - -	29·39	85	„ 4 3 20 9	3 14	5 51	89 6 6	N. 96 35 E.	94 48 0 W.	49 26	10 17 E.
In lat. 50° 15′ N. - -	- -	- -	„ 6 3 2 29	3 16	5 51	84 29 16	N. 91 25 E.	95 17 19 W.	50 15	15 7 E.
Lake Winipeg - -	- -	- -	„ 10 10 9 3	3 28	5 51	74 26 40	N. 244 49 E.	96 34 0 W.	50 33 48	14 41 E.
Ditto - - - - -	- -	- -	„ 11 2 29 0	3 30	5 2+	73 33 3	N. 84 43 E.	96 30 25 W.	50 23	14 9 E.

N.B. The Tabulated Longitudes are not deduced from the Tabulated Altitudes—the *Variations* only.

JOHN WM. SULLIVAN,
Secretary to the Expedition.

Approved as correct,
JOHN PALLISER,
July 17, 1857.

Locality.	Barometer.	Thermometer.	Chronometer Times.	Error on G.M.T.	Ind. Er.	Mean of Observed Alts.	Latitude.	Longitude.	Remarks.
		°	d. h. m. s.			° ′ ″	° ′ ″	° ′ ″	
Fort William - -	29·5	64	June 13 1 41 18·6	+2 20·3	4 40+	⊙ 68 41 20	48 24 10 N.	89 26 10 W.	All the results are deduced from a mean of five observations.
Trembling Portage - -	29·1	61	„ 21 2 44 55·4	2 39·9	„	88 43 14	48 31 5	89 59 48	
Dog Portage, W.E. - -	28·8	57	„ 22 2 29 17·2	2 42·3	„	83 37 24	48 46 11	89 54 45	W.E. = West End.
Dog River, R.B. - -	28·75	69	„ 23 2 14 14·5	2 44·7	„	78 28 12	48 56 0	89 54 48	R.B. = Right Bank.
Savannah Portage - -	28·62	84	„ 25 2 4 27·1	2 49·6	„	74 41 8	48 53 2	90 13 46	L.B. = Left Bank.
Barrier Portage - -	28·85	79	„ 26 10 31 23	2 52	„	63 59 56	48 45 58	90 51 24	S.S. = South Shore.
French Portage - -	28·39	79	„ 27 4 1 36·6	2 54	„	109 17 10	48 40 0	91 11 30	
Camp Portage - - -	28·37	81	„ 29 13 21 47	3 1·5	„	11 48 20	48 15 57	92 28 28	
In lat. 48° 27′ 5″ N. - -	28·4	94	„ 30 1 9 54·5	3 3·9	„	53 10 20	48 27 5	92 30 4	
Fort Francis - -	28·41	73	July 1 11 52 3·8	3 3·4	„	40 57 0	48 36 15	93 33 33	
Rainy River, L.B. - -	28·5	86	„ 3 3 40 27	3 9·3	5 51+	99 7 40	48 50 0	94 14 19	
Portage de Bois - -	29·06	86	„ 4 2 29 20	3 11·7	„	75 30 48	49 26 8	94 48 7	
Winipeg River - -	29·0	89	„ 5 2 58 49·8	3 14·1	„	84 28 40	49 55 0	94 45 30	
Ditto R.B. - -	28·95	92	„ 6 2 52 35·6	3 16·1	„	81 26 3	50 15 6	95 17 19	
Lake Winipeg, S.S. - -	29·0	93	„ 11 2 24 30·7	+10 55	5 2+	72 26 0	50 22 58	96 30 25	

John Wm. Sullivan,
Secretary to the Expedition.

Approved as correct,
John Palliser,
July 17, 1857.

No. 4. No. 4.

Copy of a REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Fort Pembina, Hudson's Bay Company's Territories,
July 27, 1857.

Sir, (Received October 3, 1857.)

In continuation of my Report of the 16th July, I have the honour to inform you of the departure of the Expedition from Fort Garry to Fort Pembina, on the 21st instant.

I have now engaged twelve men, thirty horses, two small waggons, and five carts. In consequence of the absence of buffalo in this portion of the country, I am obliged to carry along with me a considerable quantity of provisions to last until we arrive sufficiently far to the westward to fall in with these animals. For this purpose I found the small heavy carts of the country not sufficient, and, contrary to the advice and prejudices of the people, bought two small American waggons, and have found them most efficient.

I was not disappointed with the class and condition of the horses obtained for me by the Hudson's Bay Company, as I have all along been aware that the half-breeds of Red River have taken their best horses to the summer buffalo hunt.

I have, in order to save as much extra travelling as possible to the horses, sent on four men, with four carts and ten horses, straight to Beaver Creek, with orders to await our arrival in that quarter; while Dr. Hector, Mr. Sullivan, and myself take the route thither, viâ Pembina and Turtle Mountain. This arrangement will serve to recruit my horses, whose pasture hitherto has not been good.

On leaving Fort Garry we crossed the river Assineboine, and proceeded up the Red River for nine or ten miles, in a course a little east of south, through copse and light timber. We crossed the river Sall nine miles from Fort Garry, a river about twenty-five yards wide, but not put down on the maps. Shortly after this we emerged on the open prairie over a well-defined road, indicating a far greater amount of traffic than I had expected to find.

Owing to the peculiar distribution of the wood, which consists principally of fine oak trees, and is confined principally to the right bank of the river, the tortuous course of which is very distinctly marked by jutting promontories, called by the people "poirts," I observed that the agricultural resources of the country were not merely confined to Red River Settlement, for the country through which we passed assumed fully equal and in some places even superior advantages, being more elevated above the river. I had an opportunity of noting the nature of the soil, where a settler was digging for marl about six feet deep, and again at Pembina, where I had a special examination made. It consists of about one foot of black vegetable mould resting on a free clay loam of a light grey colour, but very deficient of sand.

The banks of the rivers in this country are composed of remarkably tenacious clay mud, rendering access to them very difficult, and great care is required in passing a cart or waggon across. On 22d we crossed Rivière qui Grate, situated thirty-eight miles south of Fort Garry: this river, as well as the Rivière Sall, we passed in pontoons. The ferryman here was a very intelligent American, who had recently arrived in the country by a route from the Lake of the Woods, following the course of Reed Grass River.

He described the first twenty-five miles west of the Lake of the Woods as being flat and swampy; he partly paddled and partly dragged his canoe over a slightly rising country until he reached Reed Grass Lake, out of which a river of the same name flows. The country about the head waters of this river is swampy, but the lower half of its course, according to his account, flows through a dry and finely wooded country; but he described the river as shallow and swift, only fit for very small canoes.

I observed large pieces of driftwood scattered about the higher spots of the prairie, indicating the extent to which the whole country is flooded in spring. By measurement, I ascertained that last spring the water rose thirty-five feet above the present level of the stream, and it is by no means unusual for the flood to reach ten feet higher. Opposite Fort Pembina the river is about eighty yards wide and twelve feet deep; in dry seasons it falls five feet lower. From Mr. Iddings (an American Civil Engineer, whose name will appear in this Despatch), I ascertained that the river is fifteen feet deep 200 miles further up, but there its width is reduced to ninety feet, and the frequent occurrence of sharp bends in its course would make it difficult to ascend in steamboats.

The mouth of Pembina River, which flows from the west into Red River, is situated about two miles south of the boundary line. Upon this river, at a distance of about twenty-five miles from this, I am informed that there is a thriving American town called San Josef's, which, owing to its recent establishment, is not yet recognized in our maps.

On Friday, July 24th (the day after my arrival here), my Secretary Mr. Sullivan and I took the meridian altitudes of the sun, in order to find the locus of the 49th degree of north latitude, and to determine the direction of the Boundary line.

We were shown at the same time a post driven into the earth to indicate a similar observation taken by Mr. Nicolay, an American gentleman, well known in the American scientific world.

On this occasion I availed myself of the valuable assistance of Mr. Iddings, the gentleman to whom I have alluded above, and who is commissioned to lay out lots of land from the frontier line southward, purchased by an American Land Company; and this gentleman, with my Secretary Mr. Sullivan, placed another post at about 300 yards in the direction of true west, making the necessary allowance for the variation of the compass here, which Mr. Sullivan found to be 14° E.

Mr. Iddings informed me that the Land Company by whom he is employed intend to build a town here, and establish a railway station, about two miles distant from the posts whose positions we have established. As yet the place is but a wild waste. The Hudson's Bay Company's Fort, where we have been residing for the last two or three days, is a very small shabby establishment, and the American one, situated about two miles on the other side of our present line, is still smaller and more wretched in appearance.

It, however, professes to be a Post Office, and carries a mail, said to be a monthly one, from St. Paul's; but as the Postmaster is away at present, and left the place under care of an Indian woman, who speaks no other language but her own; consequently I cannot form very accurate ideas as to the safety of any letters committed to its care. Still however, I am induced to forward these by the assurance of an intelligent half-breed, who told me that the Post Office here is "a very lucky one."

Enclosure. Enclosed is a Note of the Observations made on the direction of the Boundary line, drawn up and signed by myself and the two gentlemen engaged in the survey.

I have, &c.

(Signed) JOHN PALLISER, Captain,
Commanding the North American Exploring Expedition.

Encl. in No. 4.

Enclosure in No. 4.

NOTE of OBSERVATIONS at PEMBINA by Captain PALLISER, Mr. IDDINGS (U.S.), and Mr. SULLIVAN.

AN Observation taken at the above place by Mr. Nicolay in 1848–49 places a post in latitude 49° 0′ 0″ N.

An Observation taken by Capt. Palliser places the same post in latitude 48° 59′ 49″ N.

Mr. Iddings (U.S. Civil Engineer), and my Secretary Mr. Sullivan, after ascertaining the variation of the compass at place, erected a second post, distant from the first 270 yards due east thus determining the direction of the Boundary line.

JOHN PALLISER, Captain,
Commanding British NorthAmerican Expedition.
C. W. IDDINGS, C. E. (U.S.)
JOHN SULLIVAN, Secretary,
and Astron. Assistant to the Expedition.

No. 5.

No. 5.

COPY of a REPORT from Captain PALLISER to HER MAJESTY'S SECRETARY OF STATE FOR THE COLONIES.

Montreal, Canada East, December 8, 1857.

SIR, (Received December 29, 1857.)

IN continuation of my Report of the 27th July 1857, I have the honour to inform you of the further progress of the North British American Exploring Expedition.

On September the 28th I arrived at San Joseph, an American town, about seven miles south of the British frontier line; the population consists of British as well as American half-breeds, whose chief dependence is on the proceeds of the buffalo hunt, and while the more youthful part of the male population are away on the hunt, the then defenceless inhabitants are subject to the inroads of the Sioux Indians. These Indians last year attacked that settlement, stole almost all the horses, and shot a woman and the

schoolmaster; indeed hardly a year passes over without some similar depredations. Although that bend of the Pembina River on which St. Joseph is situated is inside the United States territory, yet the greater part of the river's course is through the British dominions. It is an important river, and may hereafter prove valuable as affording facilities for navigation. I have therefore had its course correctly laid down in our charts.

On the 4th August we reached Turtle Mountain, a hill rising out of the prairie to about three hundred feet; it is thirty miles long, ten broad. This hill is one of a series that we have since traced scattered irregularly in a line from S.E. to N.W. The boundary line passes through the summit of this mountain, throwing the "Souris" or Mouse River into the British possessions. This river has hitherto been wrongly laid down in all maps, and I have therefore also paid strict attention that its course should be carefully laid down in our charts.

August 15th. We reached Fort Ellice on Beaver Creek. Here I found the men I had sent direct from Fort Garry with the ten horses, and as these had now more than a week's rest, I took these ten horses on an expedition to "La Roche Percée," leaving the horses that had been hitherto travelling with myself to recruit.

Proceeding on a S.W. course from Fort Ellice, we arrived on the 18th of August at Moose Mountain, one of the chain of hills above mentioned; it, like the Turtle Mountain, is covered with dense woods, lakes, and swamps.

On the 20th August we arrived again on the Mouse or "Souris" River, and here Dr. Hector first discovered coal of a very fair quality. From this point of the Mouse River an hour's ride brought us to the "Roche Percée;" a singular appearance is here produced on the rocks and stones by combined action of the atmosphere and water; the layers of sand and clay forming these being unequal in hardness, are worn accordingly in grotesque shapes, affording more astonishment to the Indians and half-breeds visiting the spot than interest to the geologist on a more close examination.

Here I was visited by a large number of Stone Indians, celebrated as the greatest horse thieves in the country. However, I concealed all apprehension for my horses. I also discovered that meat was a very scarce article among them, as they had not fallen in with buffalo for many days. I had, however, been fortunate enough to kill two bulls that morning, and secured their good offices and the safety of my horses by giving them the meat, inviting them to cook and prepare their own feast, to which I added some tea, sugar, and flour, desiring them in return to guard my horses all night, which injunction they regarded as a compliment, and faithfully performed.

The following day we returned, and reached Fort Ellice on the 25th of August.

On examining the horses I had left behind at this post when I started for "Roche Percée," I found them not sufficiently recruited to proceed westward to the Elbow. I therefore determined to wait a few days longer. I likewise found that my guide and interpreter was so frightened at the prospect of entering the Blackfoot country, that he gave me very false interpretation as to the facilities of the route I intended (according to my instructions) to adopt. I therefore started a messenger to Mr. Christie, the chief officer of the Hudson's Bay Company, requesting the services of Mr. M'Kay, the officer in charge of Fort Ellice, as an interpreter to accompany me on the expedition. Mr. Christie on receiving my letter rode three day's journey to meet me at Fort Ellice, and brought with him a gentleman to put in Mr. M'Kay's place; thereby putting the valuable services of the latter at my disposal. In the meantime on the 7th of September, finding my horses sufficiently rested to resume operations, I started the Expedition under Dr. Hector for the Qui Appelle Lakes, and remained behind at Fort Ellice until I should see or hear from Mr. Christie, whose subsequent arrival on September 9th, set Mr. M'Kay at liberty, and after accounts were made up and transferred, I started on horseback, accompanied by M'Kay and two of my men, who had remained behind for the purpose, and overtook the Expedition in three days at the Qui Appelle Lakes, about 135 miles west of Fort Ellice.

On Sunday, September 13th, we remained at the Qui Appelle Lakes. Here the Hudson's Bay Company have a small trading post, the most western fort in the territority, and there we found a large camp of Crees arrived for trading. I sent for Mr. Pratt, the missionary, requesting him to come and pay us a visit. He is a pure Cree Indian, educated at Red River. He reports the Crees as beginning to apprehend scarcity of buffalo, and many are most anxious to try agriculture. He thinks that if they had agricultural implements, such as spades, hoes, and ploughs, they certainly would commence operations. This opinion I found pretty general among the people of the Hudson's Bay Company, and I am persuaded much good could be done by importing the simpler kinds of agricultural implements. Pratt has set the Indians an excellent example himself, and

grows capital Indian corn, barley, and potatoes. The Qui Appelle Lakes may be considered the most western part of the territory east of the Rocky Mountains, to which the Hudson's Bay Company trade; westward of this I may say is unknown, and the whole country in this latitude is untravelled by the white man.

Among the Indians that had come to trade was a man Mr. M'Kay was acquainted with. This man was a remarkable exception to the generality of Indians: they call him "the Peacemaker," and twice within the last two or three years he pushed his way alone into the Blackfoot country, and walked into the enemy's camp unarmed, with the peace-pipe in his hand, exhorting them to peace, and offering them the alternative of killing him. The result on each occasion was a treaty of peace to the Crees and a present of horses to the Peacemaker. I engaged this Indian to guide us to the Elbow.

On September the 14th we started from Qui Appelle Lakes for the Elbow on the south branch of the Saskatchewan, sometimes called the Bow River. On September 16th we again camped on Mouse or Souris River, at a tributary called by the Indians Moose Jaw Creek, in longitude 106°; up to this point in our journey we had suffered no inconvenience from want either of wood or water; here, however, our guide, the Peacemaker, advised us to bring wood along in our carts, as we should see no more until we came to the Saskatchewan, which we first came in sight of at sunset on the 21st of September.

We were now in the heart of the buffalo country. This region may be called a buffalo preserve, being the battle-ground between the Crees and Blackfeet, where none go to hunt for fear of meeting enemies, and where those who go to war abstain from hunting. The whole region as far as the eye could reach was covered with buffalo, in bands varying from hundreds to thousands. So vast were the herds that I began to have serious apprehensions for my horses, as the grass was eaten to the earth, as if the plain had been devastated by locusts. However, the timber on the small tributaries of the river kept off the buffalo, and so a little grass was obtained for the horses, for the buffalo shuns the timber until mid-winter.

At the Elbow I found a large tributary flowing from the east into the Saskatchewan, and I despatched Dr. Hector with one or two men to trace the course of this river, which I find flows from the most western of the chain of "Qui Appelle" Lakes, being navigable to large boats the whole way. Hence I have been able to ascertain that there exists a valuable water communication between the South Saskatchewan and Red River, and that a good sized boat, and even perhaps a small steamer, might descend from the South Saskatchewan, ascend the West Qui Appelle River, cross the Qui Appelle Lakes, and then descend the Qui Appelle into Red River.

After the Doctor's return from exploring the western "Qui Appelle" we commenced our ascent from the Elbow, and reached the 109° meridian of longitude on the 28th of September. This magnificent river rivals the Missouri in size and volume, and even at this (the lowest state of water during the whole year) was navigable for craft of any size, as I found by sad experience, having been so unfortunate as to lose one of my waggons in the channel of the river at a depth of sixteen feet, where I subsequently crossed it. All particulars of this river, its timber, capabilities, &c., will be found in my journal, which I hope to have the honour of forwarding to England next spring. The 109° of longitude is the furthest point to the westward that I have this season explored. At this point I crossed the river to the north side, and started on a north-east course for Carlton, my winter quarters, where we arrived on the 8th of October.

I have endeavoured to conduct the Expedition with the greatest economy, and feel happy to say that I have as yet no apprehension of the grant for 3,000*l.* for the first year ending March 31st, 1858, being overdrawn, although I received and obeyed my orders to adopt the canoe route in June last, a most expensive one, and one for which I never estimated. Also a large amount for instruments (per Lieut. Blackiston) over which I have had no control. I have now paid all the men engaged, and discharged them with the exception of four, who remain at Carlton through the winter, to hunt, cook, chop, and look after the horses, and one at Red River to accompany me on my return early next spring, before the breaking up of the ice. I hold now for Her Majesty's Government forty horses, together with carts, harness, arms, instruments, &c., to the value of 1,000*l.* and upwards. The horses, owing to the great care and watchfulness which has been exercised towards them, will be far more serviceable next season than they were the last one, owing to the wretched condition in which I was obliged to receive them. Three days after the arrival of the Expedition at Fort Carlton, and as soon as I had paid off the men and made further necessary arrangements for sending them home to Red River, also as soon as I had arranged matters for the gentlemen and the men who were to winter there, I started on hired horses with Mr. M'Kay for Canada, finding it necessary to see and confer with Sir George Simpson, for the purposes and objects of the Expedition, also in order to put

myself in communication with the Colonial Office at home, with a view of receiving further instructions, to which I shall beg leave to draw your attention at the conclusion of this letter.

I started from Carlton (Upper Saskatchewan), October 11th; reached Touchwood Hills October 15th; Fort Pelly, October 18th; Fort Ellice, October 23d; and on the 1st of November arrived at Red River. This portion of my journey was very cold, accompanied with snow, almost every day, yet not sufficient to delay me or cause me much inconvenience. At Red River I found very great difficulty in obtaining horses and a guide to Crow Wing, Minnesota Territory, but at length succeeded for the sum of 65*l.* in obtaining the services of a half-breed, named Robert Tate, and his horses, to take me there, a distance of about five hundred and twenty miles. For this sum I was supplied with a horse to ride, besides the horses necessary to carry our baggage, bedding, and provisions. Unfortunately, however, my horse was killed at Pembina, and I had to go on foot about four hundred and fifty miles of the way: the snow, however, was so deep, and the weather so cold, that it did not much signify, and we arrived at Crow Wing on the 19th of November.

From Crow Wing there is stage conveyance to St. Paul's and Prairie "Le Chien," partly by coach, and principally by waggons and sleighs. At Prairie "Le Chien" is the railway terminus, from which I proceeded, viâ Chicago and Detroit, to Montreal.

On my arrival here, I lost no time in conferring with Sir George Simpson, and settling the accounts of the Expedition for this year. I have therefore, according to my instructions, drawn on Her Majesty's Paymaster-General for 2,000*l.*, thus leaving a balance of 350*l.* to meet a few small accounts not yet received at Lachine from the more remote posts of the Hudson's Bay Territory, also the stores from York factory for winter clothing and consumption sent by boat this summer to Carlton.

While I was at Red River on my way to this, I made my arrangements for proceeding next spring with the Expedition by engaging twenty men, and ordering them to proceed on the 10th of March 1858, with a sufficient number of dog sleighs to convey their provisions up to Carlton, in order that all may be in readiness for as early a start as the season will permit. My course will be in the first instance to visit Eagle Hills, and thence to strike for the south branch of the Saskatchewan, and renew my explorations at that point where I left off at the end of September. I regret that I am obliged to engage so many men, as their pay and small rations will increase the expense of the Expedition; but with a smaller number it would be the height of imprudence to venture into the south-western part of the Blackfeet and Pegan country. A smaller number would only invite the Indians to attempts on the horses. It is true I have hitherto only travelled with thirteen men, but the Indian camps I have met (with one exception at Roche Percée) were small ones, but next year the camps I shall fall in with are much larger, and to meet this I must increase the number of my men to thirty in all, viz., four men at Carlton; one man at Red River still under pay; five at Carlton to commence pay on April 1st, 1858, at 15*l.* for six months; and 20 from Red River to commence pay March 10th 1858, at 20*l.* for six months. After this dangerous country shall have been traversed, much fewer men will suffice, by returning to the settlement on the Hudson's Bay Company's beaten track viâ Edmonton, but the country the Expedition will have to traverse next year in order to fulfil its objects will be so great that it would be impossible to fulfil my orders of sending the Expedition back in time to reach St. Paul's in the fall of 1858.

Under these circumstances, I think it of great importance that Her Majesty's Government should communicate to me further orders; and I should suggest that my services be taken for another season, and that the Expedition should winter in the country between the forks of the Red Deer River, and the Rocky Mountains in the winter of 1858. Thus all the objects in investigating and exploring the country, for both physical and scientific purposes, would be fully attained.

I intend to leave this for New York immediately, there to await the favour of an answer to this letter, and whether it will be the pleasure of Her Majesty's Government to extend the time granted for the Expedition until the fall of 1859.

Should Her Majesty's Government wish to consult with me in person, there would be sufficient time to convey their intention to do so to New York, and for me to repair to the Colonial Office, London, and afterwards return in sufficient time to reach Fort Carlton in spring.

All the chief expenses of the Expedition have been incurred; viz., a most expensive canoe route, also arms, provisions, &c., and finally a large number of horses bought; all of which expenses will have to be undergone for the next Expedition which will have to succeed mine, in the event of our being recalled in 1858, with our explorations

incomplete, owing to too short a space of time for examining so large a territory; add to this the fact, that the mineral resources of the British Rocky Mountain territory are utterly unknown, and the assurances of more than one gentleman in the service of the Hudson's Bay Company of having found specimens of nikel, lead, and gold in that region.

My address will be, St. Nicholas Hotel, New York, U.S.; and anxiously awaiting your further commands,

I remain, &c.

Her Majesty's Secretary of State
for the Colonies.

(Signed) JOHN PALLISER, Captain,
Commanding North British American
Exploring Expedition.

No. 6.

No. 6.

Copy of a REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Fort Garry, Red River, May 3, 1858.

Sir,

(Received June 26, 1858.)

I have the honour to report my arrival at this post, on my way to join the Expedition, and recommence my explorations this year from Fort Carlton.

I shall still be obliged to wait for some days until the grass is sufficiently forward to enable me to proceed on horseback.

Although the snow has disappeared, yet, owing to the cold northerly winds that now prevail, the grass is now quite as backward as it usually is at this period of the year, although the winter has been an extraordinarily mild one; I hope, however, that I may be able to start on or about the 10th instant.

I accomplished my voyage from Crow Wing (Minesota territory) to this place in a month, in a canoe, assisted by two half-breeds. We punted up the Crow Wing and Leaf Rivers, carried the canoe across the height of land from Leaf Lake to Ottertail Lake, but in attempting to cross the latter to the south shore we narrowly escaped being crushed in the ice; however we extricated ourselves, and were consequently obliged to extend our portage along the eastern shore round to the mouth of Ottertail River (the principal head of Red River). Down this river we ran all the rapids but one, making there quarter mile portage, joined the main stream of Red River at "Bois des Sioux," and came down to Fort Garry.

Six Enclosures.

I have the honour to enclose you Lieutenant Blakiston's letter on the subject of the Hudson's Bay and York Factory voyage up to Carlton on the Saskatchewan; likewise Dr. Hector's Geological Report of 1857, which I will thank you to be so kind as to place in the hands of Sir Roderick Murchison.

I have received an English translation of Mons. Bourgeau's Report of the Botany and Flora of the country, which I should likewise have had the honour of forwarding to you, but, on reading the document, I find it so full of mistakes that it was attempted by an incompetent person. I therefore prefer deferring its transmission until after my arrival at Carlton, when I shall forward Mons. Bourgeau's Report in the original, with a request at the same time to have it placed in the hands of Sir William Hooker.

I have likewise received the map of the country, copied out by Lieut. Blakiston from the detached charts we ourselves made on the route. Unfortunately he made but one copy, and as I have not the means here of making a copy for myself, I will likewise defer forwarding it until after my arrival at Carlton.

I have the honour of forwarding the Astronomical Observations enclosed in a letter from my Secretary, Mr. Sullivan.

I have, &c.

(Signed) JOHN PALLISER, Captain,
Commanding North British American
Exploring Expedition.

P.S.—As almost the whole of my recent voyage has been through United States territory, I have not intruded a more detailed account on your attention; and I only wish further to observe, that my descent of the whole of the Red River from its principal source, has enabled me to judge of its great facilities for Steam Boat Navigation.

J. P.

Her Majesty's Secretary of State
for the Colonies.

Enclosure 1. in No. 6.

Encl. 1. in No. 6.

Sir, Fort Carlton, Saskatchewan River, 3d January, 1858.

As the subject of a communication between Red River Settlement and some civilized portion of the British Dominions is beginning to attract some amount of public attention, and as two indifferent routes are at present in use, one of which, namely, that from Canada, viâ Lake Superior, Rainy Lake, and the Lake of the Woods, you have this last season traversed, and will no doubt have made a report on the same, while during the same season I have passed the other, namely, from England, viâ York Factory, on Hudson's Bay, and Lake Winnipeg, I have the honour to lay before you my observations on the same for the information of Her Majesty's Government.

Description of Boats used in River Navigation.

In the first place, the mode of transporting passengers and goods between York Factory, Hudson's Bay, and Red River, which is at present, and has been for many years in use, is by means of large wooden boats built in the country, and well adapted for this kind of navigation. Each boat is of the following construction:—Length of keel 30 feet, over all 42 feet, which gives considerable shear equally to both stem and stern-post; breadth of beam 9 feet, sharp at both ends, depth inside 3 feet, and when loaded with 70 "pieces" (about 56 cwt.), besides the crew, oars, sail, mast, &c. draws two feet of water; it is steered by means of a long sweep passing through a ring made fast to the stern-post, except under sail when a rudder is shipped.

Voyages.

Each boat is manned by one steersman, one bowsman, and six or seven middlemen, who, mostly half breeds of French-Canadian or British descent, labour in the service of the Hudson's Bay Company for very moderate wages; their food, however, which consists of "pemmican" and flour, being supplied by the Company, as much as they have need of; in fact, were it not that they have plenty of good working food, they certainly could not continue this labourious work.

Up-passage.—Description of the Route.

The spring floods having subsided, the upward journey is performed as follows:—Leaving York Factory, which is situated on the left bank of Hayes River, five miles above its mouth, it is possible with a fair wind to sail about six miles to the head of the tide, at which place poles and the tracking line are obliged to be used for the purpose of passing some shoal places; from this sailing or "tracking" (hauling the boat in the manner of a canal barge by a line with four men walking on shore), with occasional poling over shoal places, is continued for a couple of days, after which the continual bends of the river and the strength of the current prevent the use of the sail, the mast, a rough pole, is therefore thrown overboard, and tracking with occasional poling is continued until the Rock Portage is reached, 124 miles above York Factory.

Work of Men.

Tracking is hard work for the voyagers, they take it turn about, an hour and a half at a time, in fact this river work, to say nothing of the "carrying" at the portages where many are injured, is very laborious and trying, particularly considering the fact of their being almost continually in wet clothes, from the necessity of frequently jumping into the water for the purpose of lifting the boat over stones, and their having to "track" over all sorts of ground under the high alluvial banks, often where scarcely foothold can be obtained.

Time occupied.—Nature of the Country.

This 124 miles of river, in my case, travelling with a brigade of six boats, lightly loaded, namely, with 50 pieces, was accomplished in six days. The river runs in a deep channel through alluvial soil, where not a piece of rock is seen, save the boulders in the bed of the river; from this first impediment westward to Lake Winnipeg the geological formation is primitive, the rock, which is nearly always at the surface, being granite and schist, and the whole country being but little elevated above the water.

Description of the Route.

Portage after portage, with occasional intervening lakes, succeed one another in rapid succession, over some of which the boats have to be carried, but at others hauled up the rapids by ropes, and the cargoes carried over land; suffice to say, that in the next 40 miles 20 portages are made, taking five days. After this two lakes of considerable size, Knee and Holey Lakes, are passed with four portages between them, soon after which the River Wepinapanis narrows so much that the oars sometimes touch granite rock on each side, which rises vertically to a considerable height. Before emerging from this narrow gorge which continues for some miles, some very bad rapids have to be surmounted, and again before arriving at White-water Lake a portage for cargoes and boats of two-thirds of a mile has to be made, in order to avoid the White Falls. The end of a narrow lake is within a few yards of the source of the Echiamamis, a small stream whose waters flow to the westward; when sufficient water is only kept for the passage of boats by two dams six miles apart, these were formerly the work of beavers, but are now kept up by the passing boats. At the passage of a boat a portion is pulled away, the boats run through, and it is again shut securely. This stream, which on account of dams has little or no current, is for the most part through marsh, and so narrow that the Willows nearly meet over head, and the boat sometimes touches the bank on each side. At a distance of 358 miles from Hudson's Bay, Lea River is entered, when by making the last of the 35 portages, and pulling against stream, Norway House, a post of the Hudson's Bay Company is reached, from which to Lake Winnipeg is but 20 miles without rapids.

Up-passage, Distance, and Time.

Thus, from York Factory to Norway House, a distance of 400 miles, is accomplished only after laborious work for three weeks. The time for the passage across Lake Winnipeg to Red River, 300

miles, depending entirely on the wind, may be taken on an average at seven days; making the entire distance from York Factory, Hudson's Bay, to Red River Settlement, 700 miles, in four weeks on the upward passage.

Down Passage.

The passage down stream from Norway House to York Factory, being accomplished in nine days, making about half a dozen portages, at three of which the boat is carried over, one being the two-thirds of a mile portage, all the other rapids being "run," not, however, without considerable risk, makes the passage from Red River to York Factory sixteen days.

Entire Passage.

Thus to go to and from Red River to Hudson's Bay without stoppages, is about seven weeks.

Another Route.

The outlet of the waters which are collected in Lake Winnipeg from the Saskatchewan, Swan River, Red River, &c. is from the north end of the Lake by Nelson River, which flows into Hudson's Bay at the mouth of Hayes River; but the falls and rapids are said to be so very heavy on this river, besides its being the longer route, that it is now never used.

Impossibility of Improvement for Steamers.

It has been proposed to improve the former route in order to allow of the passage of steamers, this however from the foregoing description will be seen to be impossible: for, if by cutting through solid granite and swamp and the construction of locks, the portages could be avoided and the smaller rivers widened, yet in the lower rivers the want of water could only be overcome by dredging, which operation would be entirely destroyed by the spring floods; and I think that it would be the opinion of any observing person passing through this route, that it would be impossible so to improve it as to allow of the navigation of anything larger than the boats (previously described) at present in use; and certain it is, that the future produce of the vast western plains could never be transported in this manner.

Hudson's Bay.

But were a route practicable there exists a consideration, which is above all others; namely, that from the outlet of Hudson's Bay being so far north, and the amount of ice in the bay itself, vessels cannot remain more than six weeks out of the whole year at York Factory, with a chance of afterwards being able to make their way out again to the Atlantic.

Natural Outlet.—Land Route proposed.

No doubt the natural outlet of this great western district is across an easy country to the water of the Mississippi and Missouri, which if first established the West is lost to Britain. It behoves us, therefore, to establish a route through our own territory, for the encouragement of emigration to, and the transport of the future produce from Red River and the great Western Plains to Canada. Now, as the water route from Lake Superior to Red River which you have traversed is of a still more amphibious nature than the more northern one described in this report it seems natural that we should look for a land route; I would therefore suggest a search for such a one, considerably to the north of the eastern part of the canoe route, namely, from a port on the north shore of Lake Superior crossing to the north end of the Lake of the Woods, which, as well as being quite as convenient for the lake navigation by steamers, would be on the line of a continuous railway from other portions of Canada and the United States; besides being much more preferable in a military point of view, than a route near the boundary line.

Means of Transport.

Steamers will no doubt navigate Lake Winnipeg and Red River, but the Saskatchewan being distributed at its mouth by a large rapid, and at other places by minor ones, besides the upper part containing numerous shifting sand bars, will likely be little used for navigation, particularly on account of the very level nature of the country westward from Red River and Lake Winnipeg, so suitable to the formation of Railways, which I doubt not will be the first means of transport on a large scale on these plains.

Postal Communication through United States.

At present there exists no postal communication between Canada and Red River except through the United States.

I have, &c.
(Signed) Thomas Blakiston,
Lieut. R. Artillery.

John Palliser, Esq.,
&c. &c.

P.S.—By the arrival of the packet, I hear that the Canadian Government having granted a sum of 5,000*l.* for the establishment of a route between Lake Superior and Red River: an engineering party is at present employed in laying out a road from the Lake of the Woods to the settlement of Red River, to form the western section of the route.

29th January, 1858. T.B., Lieut. R.A.

Enclosure 2. in No. 6.

Encl. 2. in No. 6.

Fort Carlton, Hudson's Bay Territories,
December 12, 1857.

Sir,

In compliance with your desire I have drawn up a general report, embodying the principal geological results of the exploratory journey made during the past season, in anticipation of a more detailed report to be completed during the leisure of the winter.

This report I have the honour of communicating herewith.

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

To John Palliser, Esq., Commander of the North
British Exploring Expedition.

Enclosure 3. in No. 6.

Encl. 3. in No. 6.

First General Report on the Geology of the Country examined by the Expedition under the command of John Palliser, Esq., during the Season of 1857.

The journey made by the Expedition during the first season has embraced two very different methods of travelling, marking regions of distinct geological structure and physical appearance. The first of these is the canoe route from Lake Superior to Lake Winipeg; the second, the journey across the plains from Fort Garry to Fort Carlton.

The general structural features of the country travelled over on the canoe route, so far as they can be learned from a single line of traverse, have already been well described by Mr. Keating, Sir John Richardson, Dr. Bigsby, and others, but from the complicated relations of the rocks of which it is composed, no detailed observation can be of any value until they are extended in every direction by means of an elaborate topographical and geological survey.

The whole of this district is occupied by a primitive axis, the intermediate primitive belt of Sir J. Richardson, which is composed of gneiss, mica schist, and other metamorphic rocks, with intrusions and outbursts of granite, probably of very different ages. From observations made in the course of our journey, it appears that there are two distinct directions of strata in the rock which compose this axis, marking it into two districts, one from Lake Superior to Rainy Lake, the other from Lake of the Woods to Lake Winipeg. Not only the general strike of the altered and upheaved rocks in these two districts, but also the direction in which the water courses affect the principal descents, and the manner in which the lakes in each of them are arranged, all indicate a different direction of the elevating and disturbing force, in other words, two different axes.

These seem to converge towards the south, including an angle of about 25°, the eastern one being directed from the north-east to south-west, while the western one lies much more nearly north and south. In each of these there is a great central district, where nothing but rounded bosses of granite are seen occurring as ridges and islands, which rise little above the level of the flooded country in which they occur. On either side of these two granite districts metamorphic rocks are ranged, with great seeming irregularity as regards their order and dip, but still on the whole preserving their direction very consistently with the bearing of either of the two axes to which they belong. There are besides many minor outbursts of granite as dykes and intrusions, but they do not seem to interfere with above-mentioned general bearings of the country. In a sketch map (sheets 1 and 2) * which accompanies this report, copied from Sir John Franklin's second voyage, the "strikes" have been laid down, and a section drawn at right angles, expressing the various levels, obtained partly by observation and estimate, and partly from authorities cited in Sir John Richardson's "Boat Voyage."

* See Maps 1 and 2 at the end of this Report.

By referring to these it will be observed, that in the district between Lake Superior and Rainy Lake the summit level is reached by an abrupt and rapid ascent in a direction at nearly right angles to the main eastern axis. Then follows a long traverse, almost along the summit of that axis, and then an abrupt but comparatively short descent to Rainy Lake again at right angles to the axis.

The first great step in the ascent from the east is made at the Kakabica Falls, where, from a succession of faults which mark the commencement of the more highly metamorphosed rocks, a sudden elevation is effected, the summit level of which is 179 feet above Lake Superior at Fort William.

Sheet 3† is a sketch map of this part of the River Kaministoquoiah, showing what is probably the structure of the fall.

† See Map 3 at the end.

About one mile below the fall a fine section is exposed in the form of a cliff 130 feet high, crossing the country from north-east to south-west, consisting of a dark argillaceous schist in thin fissile beds from one to two inches in thickness, very much jointed, and having many small veins of quartz, and sometimes calcspar, included both in the lines of bedding and in the joints. These beds are quite horizontal, and through their whole thickness the river has cut its way back to the present position of the fall in a manner similar to that in which the river-bed below the Niagara Falls has been formed. At Lazy Portage, and at various points in the River Kaministoquoiah below the fall, and also at several of the rapids in the lower part of the White Fish River, small sections of the same beds were seen, but all dipping to south-south-east at 30°. But on ascending the latter river to a point south-west from the Kakibica Falls, there a section is exposed of the same strata, horizontal, like these at the fall, but only five feet high. Again, on the River Kaministoquoiah, above the fall at Friar's Portage, the strata have acquired an almost vertical position, and a little further on, at Lower Island Portage, are found to be dipping at an angle of 40° to south-south-east, and to have become changed in character, having mica developed in them, and also greater abundance of quartz veins than before. Immediately afterwards in the course of the ascent true granite occurs, and, after several alternations, the schisteuse flags reappear at Upper Island Portage, but now dipping at a high angle to the north-west. The positions of these sudden changes in the dip of the strata have been laid down on the map (Sheet 3) as lines of fault.

From the Falls to the Dog Lake the ascent of the river pursues a northerly course, crossing the beds obliquely by a succession of minor falls, giving rise to scenery of unequalled beauty. At the Dog Portage another sudden rise takes place in the water level, for the rocky high grounds, which for a long way below have been skirting the river at some distance, forming as it were the limits of a wide valley, here converge and form a granite barrier across the river, the summit of which is about 719 feet above Lake Superior, and 440 feet above the river at the lower end of the portage, but only 140 feet above the lake level at the upper end, thus making a rise in the water level of 297 feet in the short distance two and a half miles. As the portage road passes right over the top of this hill, and leads to a point in the lake far from the exit of the river, the nature of the falls which produce this sudden change in level could not be examined, but the mass of the hills seem to be granite. Although this is not the highest point of land over which we passed during the route, still it is probable that this hill is as high as any portion of the rocky axis of the country, as those along the lake are even inferior to it in elevation, while the ascent which is made after leaving the upper end of Dog Lake is through a swampy country covered with drift. In fact, after leaving Dog Lake until a considerable descent has been made to the west, no rock is exposed, the whole summit level being covered with a thick deposit of drift, as will be afterwards described.

From the Lake of the Thousand Isles, where the rocky flooring of the country is again uncovered, until Sturgeon Lake is reached, the descent is very slight, and by referring to the map (Sheet 1) it would be seen that the route follows a chain of small lakes, which are in most cases detached from one another, being separated by rocky barriers, over which the canoes and cargoes are carried. In many cases the lakes are at exactly the same level at each end of the portage, and the greatest difference between the two ends of any of these portages is only about thirty-five feet, so that the total descent in this part of the route cannot amount to very much. This chain of lakes may, in fact, be considered as occupying a line parallel with the summit of the watershed, and the country in which they lie is almost wholly composed of granite, occurring in broad rounded eminences, nowhere rising to 100 feet above the level of this half-drowned country. It is probable that this granitic belt is expanded considerably where the Old Portage route crosses it, and that the whole chain of lakes between Lake Rasiganagah and Sturgeon Lake lies within it. It is this belt which will form the great obstacle to the formation of any kind of road across this watershed.

From Sturgeon Lake in Bad River there is a considerable descent to the south, which forms the only exception to the general north-westerly descent of the waters to Rainy Lake.

From the Lake of the Cross to Lake Namucan the descent is rapid, and the river channel crosses the strata of gneiss and bedded greenstones at right angles, following a direction of the dip.

Rainy Lake has its length agreeing with the strike of the strata, which is here more nearly east and west than before.

Between Rainy Lake and the Lake of the Woods the superficial deposits again cover all rocks from view, and when the north end of the latter lake is reached, and they are again exposed, their general strike is now changed to almost north and south, agreeing with the greater axis of the lake, just as Rainy Lake agrees with the strike of the eastern district. The descent from the Lake of the Woods to Lake Winipeg is by successive groups of falls, between which the river forms lake-like expansions, which lie generally at right angles to its main course.

The first part of the river Winipeg flows across vertical strata, and then enters a granitic district very similar to that passed through between the Lake of the Thousand Isles and Sturgeon Lake.

In Sheet 2, it will be seen that the strike of the rocks in this region is generally a little to the east of north, and the nature of the strata is very similar to that of the country east of Rainy Lake but less disturbed by dykes. The exact western limit of the axis at Lake Winipeg was not seen, but the quantity of loose unworn fragments of lower Silurian limestone scattered about on the banks of the river and on the shore of Lake Winipeg, indicate the immediate neighbourhood of these strata. At the Seven Falls a large ortho-ceratite was found among the shingle on the river margin.

The distribution of the drift on this axis is very interesting. On the east side for a considerable way above the Kakibica Falls the country is covered with an alluvial deposit of red marl earth. Along the Kaministoquoiah this forms the high terraced banks of the river, for instance, opposite the mouth of the White Fish River, there are three of these terrace levels at the elevations above the river of 20, 60, and 90 feet. There are scarcely any boulders in this deposit, and when any are seen they are in spots from which this alluvial deposit has been removed and the underlying rock surface exposed.

On the summit level there is a great deposit of drift, consisting of coarse red sand with many boulders large and small. This deposit forms a flat swampy plain level, and well wooded towards the west, but towards its eastern margin, as at Cold Water Lake, worn into deep dry gullies and round pot-holes or conical depressions without any exit. The thickness of this deposit must be about 200 feet. The highest level of it measured was 883 feet above Lake Superior.

The banks of the lower part of Rainy River are composed of a rich alluvial deposit of a light grey colour, containing a large proportion of white sand. It is distinctly stratified in some parts and is only elevated about ten feet above the river level; no boulders occur in it. As a very slight rise in the level of the Lake of the Woods or a depression of Rainy Lake would suffice to connect these two lakes along the course of this river, it is not improbable that this deposit has been formed in such an extension of the former lake. But the upper part of the same river has the banks high and terraced, and boulders are plentiful, showing that at this level there is also a deposit of true drift.

Below the Seven Portages on the Winipeg River there again the river flows through a smooth channel, and the banks are composed of a deposit of soft white marl earth, the river being at first only slightly depressed, but soon from its rapid descent the banks become high as the level of the deposit remains the same. At Rat Portage, however, it retires from the river on either side, and below the falls at that place is replaced by another on another level through a cutting in which the river runs to its mouth at Fort Alexander. The banks of the lower part of the river are very distinctly terraced.

The estimated levels of the drift deposit at Rainy River, the Seven Portages, and at Rat Portage, are respectively 450, 350, and 270 feet above Lake Superior, and deducting 195 feet from each, as the probable elevation of Lake Winipeg above that lake, we have the levels above it at 255, 155, and 75 feet.

Glacial scratching was very distinctly seen at many points on the route. The direction is almost always north and south. Hardly a surface in the two granitic tracts did not present distinct scratchings. They were seldom to be seen, however, on the southern exposure of rock surfaces, if these sloped much, but the more a surface with a northern exposure sloped, the better they seemed to be marked.

A map has been prepared of the country traversed by the expedition between Fort Garry and Fort Carlton, on which the results obtained have been as far as possible laid down. A copy of this map accompanies this report.*

* See Map at end.

The country around Fort Garry is a level plain of drift, which consists of a light-coloured marly loam rather deficient in sand with beds of white tenacious clay. Only a few boulders are to be seen scattered over the surface of this plain, generally angular fragments of the Fort Garry limestone of large size. At the Settlement the river is sunk from forty to seventy feet below the level of this plain, but nearer its mouth it flows through a level swampy country, elevated only a few feet above its surface. At the Lower Fort, eighteen miles below Fort Garry, which latter is situated at the junction of the Assineboine with Red River there is a section of magnesian limestone exposed in the bed of the stream when the water is low, and which is then quarried for building purposes. As the river was high when we were there, this section was not visible, but from among the fragments lying on the bank several fossils were obtained, such as Favosites, Septæna, &c., and some poor specimens of Receptaculites, but Major Seaton, the officer in command of the troops stationed at the Upper Fort, kindly offered to make as complete a collection as he could when the state of the river allows of the beds being examined, and when the search will be facilitated by the labours of the quarrymen. This limestone is of a light buff colour with purple blotches, very hard and with a sharp angular fracture. At Stony Hill, about fifteen miles north-west from the Upper Fort, there is an isolated bluff of limestone, rising from the plain level to the height of eighty feet. The south and western exposures are abrupt and water worn, it having evidently been at one time an island; and indeed, during the great floods which have several times inundated the Settlement, it has been one of the few spots upon which the inhabitants can take refuge, reaching it by means of boats. The beds of limestone are horizontal or nearly so, and are slightly different from those at Fort Garry in their mineral aspect, having a more crystaline fracture and the colour being of a reddish hue. No fossils can be discovered in newly-fractured portions, but on the weathered surfaces a few obscure remains of fossils are to be seen projecting along with silecious and gritty particles from a dull floury surface.

After leaving Red River, along the whole route to Fort Carlton, at only five localities were any of the strata observed which must underlie the drift throughout this vast extent of country. At Long River, lat. 49° 8′ N., long. 98° 35′ W., a tributary of Pembina River flowing northwards, and again at Forked Creek, a deep gully that joins the valley of the Assineboine in lat. 50° 6′ N., long. 101° 18′ W. sections were observed of a compact shale, of a light greenish drab colour, not occurring in continuous layers, but as fragments with irregular concoidal surfaces which have been produced by the desication of what was originally thin continuous beds of clay. Sometimes it makes a nearer approach to a slaty character. Among these beds are bands and nodules of a hard deep brown-coloured clay ironstone, and perpendicular fissures are common, which are filled up with splintery iron shale. A careful examination of these beds at Long River did not afford any fossils, and a long search of those at Forked Creek only yielded six or seven very minute specimens, among which were scales of fishes (clenoids?), a small bivalve, and several obscure impressions. Throughout these shales there occurred ochery calcareous tubes, about a half line in diameter, traversing the layers perpendicularly. At both these places the thickness of the strata exposed amounts to about 30 feet. At Long River they dip to the south, but not with regularity. At Forked Creek the strata are strictly horizontal, and were seen in two creeks two miles apart, having exactly the same characters. No clue could be discovered to their relations with other rocks, as the sections only occurred in deep bends in the creeks, for all else was obscured by drift. At Long River they were covered by about six feet of pure white sand, very incoherent, and over this lay the ordinary drift, consisting of light grey calcareous earth. At Forked Creek they were overlayed by about 20 feet of drift.

At Fort Ellice the banks of the Assineboine are 200 feet high; and at one point there, a recent slide had taken place, a partial section of the bank was displayed. The upper part of this section consisted principally of comminuted fragments of the same *Long River shale*, with local beds of pure sand, also the more common grey drift.

At a part of this slide which was cut by a bend of the river, strata of tenacious calcareous clay were visible, of a dark purple black colour, but with the weathered surface decomposing into a red ferruginous earth. Along with these clay strata were two beds of soft clay ironstone, about four feet apart, the lower one a half-foot thick, and rather compact, the upper one concretionary, forming thick nodulated masses, the upper surfaces of which were calcareous, and very like decomposed coral.

At the elbow of the south branch of the river Saskatchewan, at the point where it meets the great Prairie ridge, known farther south as the "Coteau des Prairies," similar clay beds were seen, having the ironstone concretions occurring in great profusion, and in several of these were found fragments of chalk fossils, inoceramus, baculites, and others. As the mineral resemblance to those beds at Fort Ellice is perfect, there can be no doubt as to their similarity in age. At the elbow the section is one of great interest, from the relation of these beds to the drift by which they are covered. Sheet 4 is a sketch map of the river a little above the elbow, with a section exhibiting the manner in which the beds occur. In the section, the pale blue colour represents the soft clay strata, which are almost horizontal, while the ochre tint represents the drift. This latter thins out as it nears the "Coteau," which is probably mainly composed of the clay strata, with only a thin covering of drift on its eastern aspect. As this part of the river was the western limit of our journey this year this point could not be determined. Seeing that the under surface of the drift lies unconformably with these soft clay strata, it is evident that the eroding agency has had its western limit here, the cause of which was certainly not the hardness of the beds that it encountered. Portions of these soft strata have been formed by the action of the river into conical mounds, which present a most extraordinary appearance. As no grass has time to grow on them, from the constant attrition of their surface, they are perfectly black, and their outline is broken into terraces by the successive lines of ironstone concretions, which, from their hardness, retain the soft strata underneath them. There is a large quantity of gypsum disseminated

throughout these beds, occurring as transparent selanite crystals in radiating groups. There are no large beds or masses of it.

From Fort Ellice a trip was made for a few days' journey to the south-west, in consequence of the reports by the Indians of wonderful stones that occur on the banks of the Assouri River. The place is called by the half-breed hunters La Roche Percée. The route followed to this place passed by the eastern end of Moose Mount, which will be described afterwards in connection with the drift, and of which it seems to be entirely composed. The ascent to the base of this hill was about 400 feet above the Assineboine at Fort Ellice, and in continuing southwards until we struck the Assouri, a descent of about 100 feet was made. Thus the probable height of the plain through a cutting in which the Assouri runs in this place is 300 feet above the Assineboine, while the valley of the river is 165 feet deep, so that the difference of level between the two rivers amounts to about 135 feet.

The direction of the Assouri here is easterly, and Sheet 5 is a rough map of a portion of it, with a view of its north bank. The whole prairie here is covered with a most extraordinary profusion of boulders, which are fragments of granite, gneiss, limestone, &c. In the valley, a group of strata is exposed, a section of which is given in Sheet 6, as follows:—

		Feet.
a	Drift with boulders from	4 to 7
b	Mud stone	1
c	Incoherent sandstone, fine grained, with hard concretions impregnated with iron, which weather concentrically	10
d	Porous calcareous scinter	1
e	Hard dark blue ironstone shale, decomposing into deep orange coloured splinters	$2\frac{1}{2}$
f	Gritty limestone	2
g	Ash coloured clay in thin indistinct layers, very soft, with one bed of coal nine inches in thickness	8
h	Hard blue limestone	3
i	Same as *g*, but with three beds of coal, ten, eight, and six inches in thickness	15
k	Gritty limestone	2
l	Brightly coloured marls and shales, with selanite in small fragments	10
m	Very course grained incoherent sandstone more than	20

No trace of fossil remains were found in any of these beds to indicate their age.

The coal does not occur as well-defined beds, but graduates into the shales on both surfaces. It is not visible until a light ashy deposit is removed from the exposed edge of the bed, produced by the soft clay washing down from the strata above. The coal is of several qualities, some having quite the appearance of compact Cannell coal of fine quality, some like the more glistening bituminous coal friable, and only to be obtained in small cuboidal fragments, while some can hardly be distinguished from charcoal. Where we crossed the Assouri, between Turtle Mount and Fort Ellice, fragments of similar coal were picked up in the bed of the stream, no doubt derived from these seams. Also at the elbow of the south branch of the Saskatchewan like fragments were found, so that we may expect to meet with similar beds in the course of our journey up that river during the next year. A rough analysis of an averaged specimen of this coal on a small scale give the following results:—

Aqueous and volatile matter	40 per cent.
Carbon	50 „
Light oranged colour ash	10 „

In the first of these groups there seem to be an unusual deficiency of tar and coal gas. It burns in the air with difficulty, without flame.

The sandstone which forms bed C. is composed of very fine pure grains of quartz, hardly cohering, but in the upper parts of the bed, there occur concretions impregnated with iron and of a reddish hue, which are comparatively hard, and decompose concentrically. It is this irregular disintegration of this bed that gives rise to the curious appearances that have rendered this spot an object of great superstition among the Indians. The lower sandstone wears away from under the hard concretions, which, from their peculiar manner of weathering, assume the forms of compressed spheres, and sometimes long cylinders like the boilers of a steam engine, and these are left elevated on pillars of the white sandstone. The gullies which join the main valley are thus peopled with grotesque forms, some exactly resembling the ruined nave of an ancient abbey, while those concretions which have just reached the surface, but have not yet become isolated by the disintegration of the bed below, may be taken for gigantic tombstones, and so further the illusion. The sandstone at the base of the section is also very incoherent, but composed of larger grains. The strata are not found in the same proportion and order in different parts of the valley, but they are always horizontal. The thickest bed of coal that was seen was one foot, but the ashy clays were at some places very much thicker than at others. The marly shales (lettered I.) have quantities of gypsum embedded with them, but only in small detatched crystals. In regard to their probable age the description of the upper beds of the cretaceous system given by M. Jules Marcou in the 75th page of his "Revue Explicative d'une Carte Géologique de l'Amerique du Nord," seems to be that of very similar beds to those seen here. The position of "Roche Percée" is lat. 49° 6′ N., long. 103° 59′ W.

The whole country traversed by the Expedition during the last year has been overspread by superficial deposits of great thickness. Although these might be all included under the group of Northern Drifts in the ordinary acceptation, still it is probable that they consist of deposits of very different ages, and circumstances of deposition. Three boldly marked levels were observed of different mineral composition as well as geographical distribution. To the first of these belong the deposits of the wide flat plain upon which the Red River Settlement is situated; this forms the first prairie level. Its composition is marked by a preponderance of argillaceous marl and a deficiency of sandy matter, and it is invariably stratified in thin layers. Underlying this, at various depths from the surface, is a bed of stiff light-coloured clay, and which forms the immediate margin of the river in many points. The upper parts of the deposit contain leaves and fragments of wood and reeds, and the whole has quite the

appearance of a fresh-water deposit, indicating a time when Lake Winipeg covered a much more extensive area than it at present occupies.

The surface of this deposit must be from 75 to 100 feet above the lake, but it slopes from the west towards Red River, and at St. Joseph's, where the second prairie level supervenes, it may be 100 feet higher. The first prairie level has a very irregular outline to the west. Pembina Mount at St. Joseph's is formed by the eastern limit of the second prairie level at that place. It follows a northerly course as an abrupt terrace, varying from 200 to 300 feet above the first level for about 30 miles, when it turns to the north-west, and assumes at the same time a more gentle slope, up which our route lay. Sheet 8* is a rough reduction of the larger map, having the different levels exaggerated, so as to render them more distinct. Colours have been used to represent the probable range of these different levels.

* See Map 8 at nd.

The composition of the second great level is very different from that of the first. Sand is the preponderating ingredient. Thus at St. Joseph's, where the banks of the river Pembina present a fine section of it, the material is coarse red sand with gravel and bolders, very similar to that observed on the eastern limit of the drift beds on the summit of the water-shed between Lakes Superior and Winipeg. There are no signs of stratification in any part of this deposit, as seen at Pembina Mount. Further west, however, it assumes a light grey colour, and contains a considerable portion of lime. At Fort Ellice, as before mentioned, the upper portions of it consist entirely of fragments of the Long River shale. That the whole thickness of this level at every point is not formed of drift, is proved by the discovery of the shale beds at Long River and Forked Creek, forming as it were a nucleus to it. Notwithstanding that this level is everywhere cut to a great depth by rivers and creeks, very little can be learned of its nature at different points, as slides at the banks of the gullies are but rarely seen. The slide near Fort Ellice of the banks of the Assineboine has been spoken of in connection with the beds, probably of cretaceous age, which are visible at the base of it. Another similar slide was seen at the Qu'Appelle Lakes, which are a succession of dilatations of the rivers of that name lying in the bottom of a deep wide valley cut through this second level. This slide did not expose the bank quite to the base, but as far as was visible consisted of a stiff sandy clay, of a light red colour, with patches of blue clay and gravelly beds. In fact, the characters of this level, as far as regards its mineral composition, seem to be very variable and local. Boulders are tolerably plentiful all over it, but occur in greatest quantity upon the sides and summits of ridges and mounds, which are irregularly dispersed over this level, rising abruptly and generally to the height of about 50 feet. A great deal of this level is clothed with clumps of poplars. There are, however, some large tracts of bare plain.

The third level is what is spoken of by the hunters as La Grande Prairie. The route of the expedition did not traverse this level at all, its westerly course meeting it only at the elbow of the south branch of the Saskatchewan, at which place the approach of winter compelled us to turn northward. There are, however, two hills, or mountains, as they are termed by the hunters, viz., Turtle Mount and Moose Mount, which seem to be detached outliers of this level, their summits having nearly the same elevation as that of the summit of this level. These hills are very much alike, consisting of irregularly disposed ridges and cones of very coarse drift, highly charged with boulders. Some of these cones have very steep sides, and rise to the height of 300 feet from their base, and their summits are about 600 feet above the second prairie level. The northern aspect of these hills is very irregular, as also their central mass, being mostly densely wooded, and enclosing numerous small lakes, but their southern aspect is a long gentle slope utterly devoid of trees, and being continuous with the level prairies beyond, which reach as far as the true eastern limit of this level the "Coteau de Prairies."

The Great Prairie ridge of the hunters has a direction from north-west to south-east, with its northerly aspect very much furrowed in the same manner as has been mentioned in reference to its two outliers, Moose Mount and Turtle Mount. At Roche Percée this ridge was about ten miles to the south, and the extraordinary profusion of boulders at that place, and the thin layer of drift, which covered the coal bearing strata, together with the facts which were observed with a similar proximity to the "Coteau" at the elbow of the Saskatchewan, all indicate that the drift has at the "Coteau" its south and westerly boundary.

(Signed) James Hector, M.D.

Fort Carlton, December 14, 1857.

Enclosure 4. in No. 6.

Sir, Fort Carlton, Saskatchewan, June 7, 1858.

During the latter half of last October I proceeded to Fort Pitt and obtained the horses which you had ordered at that place for the service of the expedition. On my return I made observations for latitude and longitude at various places on the route, and constructed a rough map of the country between Fort Pitt and Carlton.†

Encl. 4. in No. 6.

I found, on my arrival at this place, that Lieut. Blakiston was busily engaged making preparation for carrying on a system of magnetical and meteorological observations during the winter months. We commenced the observations on November 12, each member of the Expedition taking six hours watch during the day and four during the night, in rotation. I continued on duty at the Fort until February 25, when a scarcity of provisions being felt, I proceeded to Pike Lake, where fish at least could be got. While I remained at the lake, which was from March 1 until April 2, I was employed chiefly in obtaining fish, and in that short time caught upwards of 100 jack fish, besides a few white fish.

There has been a great scarcity of provisions throughout the Saskatchewan district; the Indians have been reduced to eating their horses, and hunting wolves and foxes for food, as not a single buffalo has appeared for many miles on either side of the river, except at Edmonton where they have been so thick as to defy the hunters running them.

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† This map has been reduced and incorporated into the long map, which will be found at the end of these reports.

On April 1, Dr. Hector, who according to your orders had been to Edmonton on business connected with the Expedition, arrived at Pike Lake on his way to Carlton; so I accompanied him to this place, where we arrived on April 7.

Throughout the winter, as previously, I have kept up regularly the journal of the Expedition, and although it is meagre in detail during the depth of winter, yet as the spring advanced I have been very careful to note everything characteristic of its advancement. In addition I have taken the temperature of the river daily from the breaking up of the ice till now, and noted either its increase or decrease of volume very carefully. I learn from Dr. Hector that he has a number of like observations which he took in the autumn before the ice formed on the river, so an interesting comparison may be instituted between the two sets of observations.

During our stay at Carlton I have made a complete series of observations for latitude and longitude, and frequently in the winter I have taken observations to ascertain how my chronometers behaved. Thirteen lunar distances are worked for the longitude of this place, and I have as many more yet to work.

In the many spare hours which I have had in common with the other gentlemn of the Expedition, I have collected a large number of insects and other animals aud various shells, for the purpose of getting them forwarded to England. There is one squirrel in the collection which is undoubtedly new; it resembles the Arctomys Hoodii, but is much smaller, and is not patched with light hairs on the dark stripe as is that animal.

I have, &c.
(Signed) J. W. Sullivan,
Secretary to Expedition.

Captain Palliser, Commander of
North British American Exploring Expedition.

Encl. 5. in No. 6.

Enclosure 5. in No. 6.

Observations of the Temperature of Soil at various Depths, and the Depth of the Frozen Ground.

Fort Edmonton, 1858.

1. On the 22d February commenced digging a hole in the field behind the fort, on the top of the high bank on which the mill stands. In three days reached the depth of 4 feet 6 inches; ground still hard frozen. The digging was discontinued in consequence of the man being required for something else.

2. March 3d. The digging recommenced to-day, but as the ground must have frozen in the bottom of the old hole, a fresh one has been commenced 6 × 4 ft. in the same field, but on a level with the fort at a distance of 12 yards from the pickets. The soil is the same as that displayed in the last hole; dark loam for 9 inches, then a yellow reddish earth, enclosing fragments of the beds associated with the coal, also angular pieces of the coal itself, rounded fragments of gneiss, quartz, &c.

March 4th. The hole is now dug to the depth of 4 feet 10 inches, the last 3 feet through fine light red sand, which was so dry as almost to look like unfrozen earth, however it got so much softer, and broke down so fine after it was extracted, that there is no doubt that it is still frozen. But besides, a bed has been reached of a white earthy clay, including fragments of coal, so hard frozen as to resist the pick and the borer, and which on being thawed softens completely.

This afternoon I bored a hole with the auger in the bottom of the dug hole and intended to carry it down three feet, but the clay bed proved too hard for the augur to pierce, so after I got down three inches, I placed the thermometer in it, packed it round with soil, and then filled the large hole with a foot or two of hay to prevent the temperature of the atmosphere during the night from influencing it.

March 5th. Thermometer, at 5 feet, at 8 a.m., 30°; surface, 20°.

The unfrozen soil was at length reached to-day, at the depth of 7 feet 6 inches, in a bed of sand with rounded stones, and the line of frozen soil was easily perceived. The hole is dug for 4 inches below it, and then four inches more were bored, and the thermometer placed in it at the depth from the surface of 8 feet 2 inches.

March 6th. Thermometer, at 8 a.m., 33° (at 8 ft. 2 in. from surface); surface, 38°.
„ „ at noon 33° „ „ „ 49°.

3. March 2d. In the field behind the fort, at a short distance from the pickets (20 feet) bored a hole one inch in diameter to depth of two feet, placed thermometer at bottom, having its bulb covered with tow, and being enveloped in a metallic case; then rammed in a plug of tow above it so as to prevent the air having any access to it. The following are the readings of thermometer:—

March 3d, at 8 a.m., 18°·5; surface, 20°.
„ at noon, 18°·5 „ 24°.
„ 4 p.m. 18°·5 „ 24°.

4. March 3d. Increased the depth of hole to 3 feet, and adjusted the thermometer as in 3. Readings as follows:—

March 4, at 8 a.m. 21°·5; surface 23°.
„ at noon, 21°·5; „ 30°.
„ 4 p.m. water had filled it, from the melting of the snow, and hot water had to be poured down to get thermometer out.

5. February 25th. After three days' thaw the surface of the field behind the Fort is converted into a soft mud to the depth of three inches, and the ground is thawed to the depth of eight inches. This is on a slope where no water has lodged.

February 27th. The ground this morning is as hard frozen as ever again. The frost of twenty-four hours, having a minimum temperature of 0·5 having proved sufficient to re-solidify it to the full depth to which it had been softened.

James Hector, M.D.

Enclosure 6 in No. 6.

Fort Carlton, Hon. Hudson's Bay Company,
Saskatchewan, June 8, 1858.

Sir,

In accordance with your instructions, that I should make every effort to engage twelve or fifteen men, and obtain at least 15 horses for the use of the Expedition during the next season, conveyed in your letter written from *Touchwood Hill Post*, and dated 16th October last, during the early part of the winter I made every inquiry as to the facilities for carrying out your wishes. The result of this inquiry convinced me that it was necessary that I should make a winter journey, at least as far as Fort Edmonton, as it is only there that any half-breed population is to be found not under direct engagement to the Hudson's Bay Company.

Accordingly, having obtained dogs, and completed all other arrangements, I left Fort Carlton on the 14th of December.

Up to this time I had taken my share in the hourly observations which Lieutenant Blakiston was engaged in carrying on, and which commenced on the 12th of November, and previously to that time I made a six days' trip to the north-west for sixty miles, to examine the Thickwood Hills, which bound the Carlton Plains in that direction by an abrupt densely wooded terrace, about 500 feet in height.

From Fort Carlton to Fort Pitt, the next highest Company's post on the river, I found the distance to be 199 miles, but the track I followed is about twenty-miles longer than the usual one, but was preferred, as it is so much easier for the dogs to follow a track already beaten, than open a new one through the snow. We skirted a range of hills which forms a continuation of the Thickwood Hills to the west, and passed over many lakes, the principal of which are Redberry Lake, seven miles wide and ten miles long, and Jack Fish Lake, eight miles wide and twelve miles long. At the latter of these I found a small temporary post of the Company's, which was only in the course of erection. I heard here that the buffalo had been very numerous, but that they had all been passing to the south-west, and now none were to be seen but a few straggling bulls.

We reached Fort Pitt on our seventh day from Fort Carlton. It stands on the left bank of the Saskatchewan, at a point where it takes a bend to the north. Before reaching the latter place, however, it makes a great sweep to the south, passing along the base of the Eagle Hills, which I had observed as a blue line skirting the southern horizon.

Fort Pitt is in latitude 53° 30′ N., and longitude (Lefroy) 109° 10′ W.

Mr. Sullivan, during a visit to Fort Pitt, in Oct. last, found the long. by chron. obs. to be 109° 8′ W.

On the 24th of December, accompanied by Mr. Simpson, the gentleman in charge at Fort Pitt, I started for Edmonton House. With the exception of the first day's journey, our road lay along the south side of the river, so as to cut off a great bend which it makes to the north between the two places. The country now passed through was on a much higher level than that before reaching Fort Pitt, agreeing with the summit of the hilly ground which was then skirted, and from this level other hills again rose. The rise of the country to Edmonton is very inconsiderable; nevertheless, when the distance is considered, hardly amounting to 1,000 feet.

For the first few days after leaving Fort Pitt, we found the plains covered with buffalo; and early one morning I was fortunately at a camp of Indians just as they had filled their *pond* with about 100 of them, and were carrying on an indiscriminate slaughter. The *pond* is an enclosure of stakes and branches of trees interwoven, having one broad entrance, but which is so constructed that the buffalo. once driven in, cannot again escape. At almost every camp of Indians, of which nine were passed since leaving Carlton, I saw one or more of these ponds, and I believe the number of buffalo killed in this manner in each year throughout the Saskatchewan district is enormous. After the pond is filled they must of course slaughter every animal before they can remove any of the meat.

The country to the south of the river through which we passed is more generally wooded than it is reported to have been some twenty or thirty years ago, but the wood is all of a worthless character, consisting of small poplars, with only a few clumps of spruce in the swamps as Edmonton is approached.

On the 30th of December, our sixth day from Fort Pitt, we arrived at Edmonton House. The distance I found to be 191 miles. The snow had been rather deeper than formerly, so as to render the rate of travelling slower.

Edmonton House, which is a large establishment, and the residence of the chief factor, who controls the district, is built on a high point on the left bank of the river. There is a windmill behind the fort, and a good deal of land enclosed for cultivation. The river is here 200 yards wide, and enclosed by banks 160 feet high, in which are exposed sections of the beds which contain coal. This coal occurs in three or four beds; the principal of which is from four to six feet thick. It is of very inferior quality, burns with no flame, but rather smoulders away, leaving a plentiful ash. The beds associated with it are of grey sandy clay, containing ironstone, nodules, and also argilo-calcareous shales. It is used in the forge at the fort, and is found to answer tolerably well.

The half-breed settlement, where I expected to find men, I found to be situated about fifty miles to the west of Edmonton, but as I learnt that all the population was absent on the plain hunting, I did not visit it at this time.

On the 9th of January I started for Rocky Mountain House, for the first three days travelling due south nearly, and afterwards turning to the west for three days more, arriving at that place on the 14th. The distance I found to be 157 miles, but there was little or no snow on the ground, so that it was very hard work for the dogs. The road lay over a succession of wooded ridges, the western slopes of which were covered with young poplars, while the eastern slopes and the swampy valleys between support a growth of spruce.

From a rising ground, known as Gabriel's Hill, I obtained the first view of the mountains the evening before I arrived at the fort.

I found the Mountain House to be an establishment about the size of Fort Pitt, but in a very ruinous condition, owing to its being abandoned every summer, when it is generally adopted as a residence by several families of Indians, who prove anything but improving tenants.

It stands on the left bank of the river which is 150 yards wide, and about half a mile above the mouth of Clear Water River, a large branch which joins the Saskatchewan from the S.E.

I remained here until the 26th, making excursions in every direction for the purpose of examining

the beds exposed in the banks of the main river and its tributary, which are very interesting. They belong to the same series as those at Edmonton, and coal is found abundantly, although no bed that was observed is more than two feet thick. The principal feature of the river here, however, is the occurrence of thick beds of incoherent sandstone of coarse texture which forms cliffs sometimes 100 feet high, overhanging the river, giving it a very different character from the tame sloping banks lower down in its course.

The Mountain House is at the distance of not less than 100 miles from the main chain of the Rocky Mountains, which are nevertheless distinctly seen from it as a chain of snow clad peaks. The principal chain is, however, screened by a nearer range, distant about 45 miles. The view of the mountains occupies the arc of the horizon, from south by east to west by north. The near or Brazeau's range, merges with the main range towards the north, but lying more east and west than the line of lofty peaks at its southern extremity, it is far distant from them.

I made an attempt to reach this near range, but failed in forcing a road through the dense pine woods with which the whole country is covered.

For a short time after my arrival the place was reduced to great straits for provisions, but a camp of Blackfoot Indians arrived, bringing with them a small quantity of dried provisions so as to give temporary relief.

I met six of the principal chiefs of the Blackfoot Natives, and explained to them the objects of the Expedition, and the course it would likely pursue when passing through their country, and obtained a promise from them that they would take steps to prevent the young braves of the nation from stealing our horses or otherwise molesting the party. I gave each a small present and a paper in which their promise was embodied. The lat. of the Mountain House is 52° 29′ N., the long. by account 115° 2′ W.

By a comparison of observations made with the barometer during my stay, and those at similar times at Fort Carlton, I found its altitude above that place to be 2,029 feet.

The mean temperature for the time I was there is 10° higher than for the same time at Fort Edmonton, but for many days a soft south-west wind blew, which does not seem to have affected the temperature at Edmonton in the same degree, which accounts for this great difference.

Having obtained all the information concerning the country which might be of use to you in making your plans for next year, and learnt the names of the best guides, &c., I started on my return to Edmonton House on the 26th of January. In order to obtain a clearer understanding of the structure of the country, I descended on the ice of the river all the way, and found the distance to be 211 miles. As we were only sparingly supplied with provisions we had to go very fast, and reached Edmonton after having slept only three times. The last day of the journey, as we had nothing left to eat, we did not think it worth while stopping, so we travelled 21 out of the 24 hours, and in that time went 90 miles.

The coal bearing strata are exhibited more or less continuously throughout the whole of this portion of the river, but about 130 miles above Edmonton the last of the sandstone bluffs is seen, and the strata assume the argillaceous character which they present at that place. Sections and a minute description of these strata, along with my journal, will be, however, submitted to you.

The month of February was occupied at Fort Edmonton in making an examination of the surrounding country and other observations. I made an excursion to Lake St. Ann's, to visit the Settlement and Roman Catholic Mission there, under the superintendence of M. Le Combe. It is 50 miles W. by N. from Edmonton, and consists of 45 houses in three little villages on the west shore of the lake, which is about 14 miles long and 7 wide. There is a nice little chapel, but at the time of my visit all the inhabitants, with the exception of three or four families, were absent on the plain.

On the 7th of March I set off to the plains to meet the Freemen, having heard that they were now all together and on their return. I met them in the neighbourhood of Battle River, and succeeded in engaging the guides and men I wanted. These freemen seem to be a thriving class, and have none of that love of personal display and extravagance which is such a blot on the character of the Red River half-breeds.

On the 15th of March I left Edmonton, and continued to descend the Saskatchewan on the ice. Four miles below Fort Edmonton I saw the coal for the last time, and at the distance of 80 miles the associated beds disappear, and the clay strata with the ironstone nodules which were first seen at the elbow of the south branch last year, and which are of cretaceous age, take their place in the bank of the river, to all appearance having the coal bearing strata conformably superimposed.

As we approached Fort Pitt we found the snow on the river, and also all over the country, to be very deep, so that for the first time throughout the whole trip we had to take to snow shoes in earnest, which says a great deal for the unusual mildness of the winter, or rather the absence of snow, for the cold at some periods was very severe. I found the distance by the river to be 251 miles. The heat of the sun, from melting the surface of the snow, caused us to travel during the night, and rest in the day, during this part of the journey. I arrived at Fort Pitt on the 21st of March, but finding that letters had missed me on the road, I had to wait there until the 30th. The ice on the river was now getting so bad that it could no longer be safely travelled on, so that I had to return by the usual track to Fort Carlton. On the 1st of April I reached Jack Fish Lake, where I found Mr. Sullivan, he having been obliged to leave Carlton on account of the scarcity of provisions.

At this place I had to give up the use of sleighs, as the ground was now quite bare. I had *travailles* made for my dogs after the method of the Indians, and along with Mr. Sullivan in this manner we reached Carlton on the 8th of April.

Here I found the men you had engaged at Red River, and who had only arrived the day previously. As the people at the Fort were next thing to starving, I at once despatched them to the nearest point where buffalo were to be found, so that they might hunt for themselves.

Until the 7th of May I was occupied at Carlton, when I again started for Fort Pitt to meet the men I had engaged, and whom I had directed to come to that place with the Company's annual brigade of boats. I had already sent up a supply of clothing, &c. for them.

I got to Fort Pitt on the 10th, but the unusual lowness of the river delayed the brigade, so that it did not reach that place until the 15th and 18th. I then got the horses ordered from the Company,

and which were in readiness at Fort Pitt, and sent the men at once to a rendezvous to the south of the Eagle Hills, where in all probability they will meet in with the party of Red River men. I did this, as it was impossible for them to be fed at Fort Pitt, as the buffalo were distant many days. Two of the party are to come on to Carlton, to guide us back, so as to avoid any chance of missing them.

On the 22nd of May I left Fort Pitt to descend the river along with the brigade, and so complete the survey of it (which I had made during the winter, from about one day above the Mountain House) as far as Carlton. The distance, by the river, between the two places is about 235 miles, and it occupied us seven days. These boats draw only one and a half to two feet water, and are led by guides long used to navigate the river, yet from the shallowness of the water, and the great intricacy of the channel, the boats were constantly running aground, keeping the men constantly wet from morning to night, from having to jump into the water every time to shove them off.

The river above Carlton is certainly unnavigable except for the smallest craft, and even then only with great difficulty.

While at Fort Pitt, waiting for the brigade, I had an opportunity of examining the cretaceous beds, and obtaining a few more of the characteristic fossils. At about ninety miles above Carlton, or about forty-five miles above the elbow of the north branch, they were observed for the last time in a section of the flank of the Eagle Hills.

From Mr. Swanston, the gentleman in charge at Fort Edmonton, I received a valuable meteorological register which he had kept, with a thermometer furnished by myself, continuously from the 1st of January till the 15th of May.

By a comparison of barometer readings at Edmonton during the months of January and February, with the similar readings at Carlton, the approximate difference of altitude between the two places is found to be 922 feet.

This meteorological register, with all other meteorological and other observations, along with the journal of this trip, will be submitted to you as soon as completed.

I have, &c.,
James Hector, M.D.

To Captain Palliser, commanding North British
America Exploring Expedition.

No. 7.

No. 7.

Copy of REPORT from Captain Palliser to Her Majesty's Secretary of State for the Colonies.

Fort Carlton, Saskatchewan, June 5, 1858.

Sir, (Received September 6, 1858.)

I have the honour to report my arrival at this post on the 4th of June.

Owing to the absence of buffalo during the winter my hunters, as well as those belonging to the Fort, have had to go to great distances in order to get meat, which they obtained in such small quantities that the Hudson Bay Company's officer in charge of this post was obliged to scatter the men with their families all over the plains in search of food. Even Dr. Hector and Mr. Sullivan were obliged to leave this post and go to Forts Pitt and Edmonton in order to lessen the consumption of meat, for which the supply here was quite inadequate; fortunately, however, the winter has been an unusually mild one, otherwise the consequences might have been very serious indeed.

I am happy to say that I have been most fortunate with regard to the horses; very few have died, and almost all the rest are in good working condition, and in far better order than when I started last year from Red River.

I am now about to start with the main branch of the Expedition to the Forks of Red Deer and Medicine Rivers, and despatch Lieut. Blakiston with a branch expedition, viâ Forts Pitt and Edmonton, in order to carry on the magnetic determinations at those posts, as well as to bring us supplies overland in carts, ordered up in boats from Norway House last winter, to meet us at the Forks above mentioned. Lieut. Blakiston, with the supplies, will join the main branch of the Expedition, and we shall proceed to an old Fort at the foot of the Rocky Mountains not far from the boundary line, thence I shall trace the boundary line to the westward, and afterwards take a course to the northward in search of a pass practicable for horses over the Rocky Mountains within the British territory.

I purpose then to send the Expedition into winter quarters at Edmonton, and proceed with one or two men across the Rocky Mountains to meet Captain Hawkins.

I am in receipt of your last communication of the 29th of March, conveying the suggestion of the Geographical Society, viz., "to deposit for Captain Hawkins' use at Fort Assineboine the records of my observations to the north of the 49th parallel." Fort Assineboine was situated on a tributary of the Mackenzie River which flows into the Arctic Ocean; the post has for several years ceased to exist, and I hope to avail myself of an easier way to communicate with Captain Hawkins, as I learn that Mr. Dallas of the Hudson Bay Company is crossing the mountains by way of the boat encampment

and Athabasca portage, and the men who return with the boats down the Columbia can take back despatches from me. I intend to adopt this means of communication in case I might subsequently fail in finding a practicable pass for horses across the Rocky Mountains within the British territory, and so fail in having a personal interview with Captain Hawkins.

I enclose letters from Lieut. Blakiston and Dr. Hector, and Mr. Sullivan, concerning their operations during the winter of 1857–58. Also M. Bourgeau's botanical report, which I shall feel obliged by your submitting to Sir William Hooker.

I have likewise the honour of enclosing the map of our explorations in 1857, containing also my route from Red River this spring.*

* * * * * *

As soon as my men are all collected from the plains where they have been in search of food, and making provisions, I shall start the Expedition. This will probably be effected about the 12th of this month.

I would strongly recommend Her Majesty's Government at the termination of my Explorations to attach Lieut. Blakiston to Capt. Hawkins' staff, in order to continue across the Rocky Mountains his very valuable series of magnetic and meteorological observations.

I have, &c.,
(Signed) JOHN PALLISER,
Captain Commanding
N.W. America Exploring Expedition.

Her Majesty's Principal Secretary of State
for the Colonies.

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* This map has been reduced and incorporated into the long map, which will be found at the end of these reports.

No. 8.

Copy of REPORT from Captain Palliser to the Right Hon. Lord Stanley, M.P.

Fort Edmonton, Saskatchewan,
October 7, 1858.

My Lord, (Received January 25, 1859.)

I have the honour to report the safe return of myself and my secretary, Mr. Sullivan, to winter quarters; also the return of Lieut. Blakiston with the branch expedition I had sent to explore the Kootanie Pass. I have also to report the return of Mons. Bourgeau, whom I also sent on a botanical tour into the Rocky Mountains, with directions to follow any route where he thought he could best further the interests of botany. Arrival at Edmonton.

I am rejoiced to say that I have completely succeeded in discovering not only a pass practicable for horses, but one which, with but little expense, could be rendered available for carts also. This pass will connect the prairies of the Saskatchewan with Her Majesty's Possessions on the west side of the Rocky Mountains. The pass is situated precisely where I had long supposed, and this impression was communicated by me to Her Majesty's Government previous to my appointment to the command of the Expedition. Have discovered a Pass within British Possessions.

I shall now endeavour to give a summary of the movements of the Expedition, since the commencement of June 1858 up to the present period; also of the branch expedition of the gentlemen whom I dispatched at different times for that service.

Early in the month of June, I despatched Lieut. Blakiston, by Fort Pitt and Fort Edmonton, on the north branch of the Saskatchewan River, in order to carry on the magnetic determinations at those posts, as well as to bring us supplies overland, which supplies were every day expected up in the boats. I then started with Dr. Hector, M. Bourgeau, and Mr. Sullivan, for the Eagle Hills, with the intention of exploring the region of country between the north and south branches of the Saskatchewan or Bow River. I was then accompanied only with the men I had engaged at Red River Settlement, and with them went as far as the Cross Woods, where I left them along with the gentlemen, with orders to await my return. I then started with two men and one pack-horse, rode about 80 miles in quest of my St. Ann's Brigade, whom I had sent on the prairie to the south of the Eagle Hills in search of buffalo, the game being so scarce that I could not run the risk of keeping so large a party together. After two days' ride I found their camp; they had not only lived well, but had been able to comply with my directions, to dry meat for us, for we had started almost without provisions. I lost not an hour in leading them to join my Red River Brigade, and on the fifth day reached the Expedition at the Lizzard Lake. Here we passed our first Sunday. Movements of the Expedition. Red River Brigade. St. Ann's Brigade.

All my Red River men belonged to the Church of England, consequently I read prayers for them; but also, the St. Ann's men, half breeds, who, although of the Catholic persuasion, asked and obtained leave from me to attend Divine worship, and I conducted the lessons and half the prayers in Cree through the medium of an interpreter. I mention this circumstance to show the respectful tendency and absence of bigotry of these men, in their appreciation of Divine service. Service on Sundays

Our supply of provisions was very small; we had meat only for three days, and about three stones of flour, for a party consisting of my three companions, myself, and 28 men. I had, however, tea and sugar remaining from last year's store, which, together with what I brought from Red River Settlement, has lasted us pretty well through the season. Scanty supply of provisions.

The absence of all flour and vegetables did not inconvenience either us or the men in the least, and I found the tea very useful in counteracting the injurious effects of the swamp water, which otherwise might have produced many cases of dysentery.

The country surrounding the Eagle Hills and Lizzard Lake is rich, and wood abundant, but the timber is not of a valuable description, being chiefly poplar and willow. Here I learned that the war had broken out between the Cree and Blackfoot nations, and that a large number of Indians were on their way to pay me a visit. Knowing that they would have little or no provisions to trade, and fearing their importunity, I made a few forced marches and got into the Blackfoot country. Eagle Hills. Arrival in Blackfoot country.

On the 22nd June we reached 108th degree of west longitude, in lat. 52° N. The ground offering very bad pasture, was very inferior land, and we travelled the prairie without wood, depending on a scanty supply of buffalo dung, which we collected in order to cook our meals. Absence of wood.

Ear Hills Grand Coulée, Buffalo. Lose a horse.

After passing the Ear Hills on 24th of June, we reached the Grande Coulée, and camped near a lake three miles long and two wide, where we at length found some wood, (willow and poplar, with a few birch). We were here out of provisions, but fortunately fell in with bands of buffalo. The weather was very cold and stormy, and the rain fell in torrents. We killed, however sufficient buffalo for our present wants. Here I had the misfortune to lose one of my finest horses while cutting up a buffalo. The horse was attached to the dead bull's horn, and took fright at one of the men coming over the brow of the hill with a load of brushwood; he broke his halter and made his escape on the plain. Instantly, four of my best mounted men started in pursuit; the rain poured in torrents, driven by the storm against their faces. They continued till dark night in vain; the intrepid fellows, without a coat or a blanket with them, passed the night on the broad prairie, with not a shrub to shelter them from a terrific thunderstorm, and as soon as day dawned, took up the horse's tracks, mounted and recommenced their pursuit. All their exertions, however, were in vain, for, unfortunately, the horse was a very swift powerful animal, a finer one than any in pursuit of him.

Delay by sickness.

In consequence of the severity of the weather, and the great hardships the men had undergone, one of them was seized with acute inflammation of the lungs, which delayed us for eight days. This time I could hardly consider lost, as the weather continued very wet, and the horses were much in want of rest.

Guarding horses.

We were now in the Blackfoot country and had to guard our horses strictly every night, I myself and each of the gentlemen with me keeping watch in turn, and during the daytime keeping scouts on the "look-out" in every direction.

March resumed.

At length, on 3rd July, Antoine Shaw was sufficiently recovered to be removed and the Expedition continued its course to Battle River, the weather very cold and stormy, with several severe hail showers, the stones striking so hard as to cause pain to ourselves and the horses.

I will not occupy your Lordship's time with minute details of our journey from this, as the prairie was neither well provided with wood nor rich in pasture, but will pass on to the period of our arrival at the Battle River.

Battle River.

On 7th July we arrived at Battle River, a large but unnavigable tributary of the Saskatchewan, crossed the stream, and encamped in about lat. 52° N., long. 111° W. Here we found fine rich soil, well adapted for pasture and agricultural purposes. The river at this point takes a wide sweep to the south; instead therefore of continuing up the stream to the southward and then again to the northward (*i.e.* round the bend of the river), I determined on holding my direct course, and dispatched Dr. Hector with two men on horseback and one pack-horse to follow the bend of the river, and meet the Expedition again, where I proposed re-crossing the stream, about 40 miles to the westward. The Doctor reached me on the 11th, the day after I arrived at my second crossing place, having laid down that portion of the river, and fully confirmed my expectations as to the fertility of the country through which it flows. Here, also, we had seen the first pines since our departure from the north branch of the Saskatchewan, and although *now* no longer in large number, still there are indications of their having existed here in great abundance, and of a large size. Unfortunately the Indians have a most disastrous habit of setting the prairie on fire for the most trivial and worse than useless reasons. If a war party returns, if a hunting party starts, even if a single individual wishes to signal his camp, the invariable method resorted to is "firing the prairie." The result is, all their invaluable timber, such as pines and deals of every kind, perish for ever off the face of the earth, leaving nothing hereafter to spring up in their place but willows and poplars. Hence, year after year willows are sacrificed for ever, which would bring wealth, warmth, and the means of transport to the future settler, who might till the soil and navigate its streams.

Fertility of the country. Pines.

Effect of prairie fires.

Cross Battle River a second time. Circees.

At our second crossing place of Battle River, I was visited with great ceremony by a large camp of Circees. These Indians, though differing widely from the Blackfeet, and speaking another language, are allies to the latter. They are very poor and troublesome, and sometimes riotous and disorderly. Although, the old men and chiefs were well disposed towards us, we had reason to congratulate ourselves that our party was so strong, otherwise I do not think the chiefs would have succeeded in their endeavour to keep the young men from attempts on our horses. We spent an anxious night, all keeping watch, and the next day we made them a few presents, exchanged a few tired horses, and parted on very good terms.

Splendid soil westward of Battle River.

Our course to the westward from Battle River continued through a soil of fine vegetable mould two feet deep upon a substratum of sand. This portion of country was no doubt formerly forest lands, but now converted into prairie by the frequent occurrence of fires which overrun the country.

On 14th July, when nearly out of provisions, buffalo were discovered to our south at a great destance. I dispatched Mr. Sullivan with the hunters, followed by three carts to hunt, being uncertain as to whether we should again find buffalo to the westward. On the return of the carts, I gave orders to remain here a few days, to slice and dry provisions for at least ten days' consumption. Halt to make provisions.

I started from this encampment in a W.N.W. direction to the Bull Lake, and left orders that the Expedition should go on their course to the Red Deer River, where I would again join them. The Bull Lake is nine miles long and seven broad, and is connected to the Red Deer's River by an insignificant stream insuing from the southern extremity of the lake. I think this lake would be a desirable place for a settlement, the soil is good, and the lake is in proximity to the Red Deer River, a large navigable tributary of the south branch of the Saskatchewan. There is, however, no valuable timber at the lake itself, but ample quantity could be obtained both at the Red Deer River and its tributary, the Medicine River, where the white spruce and rough barked poplar are in abundance. Bull Lake.

On July 24th we camped on the edge of the woods, in lat. 51° 52′ N., long. 114° 10′ W. I determined there to await the arrival of Lieut. Blakiston, who was to join us after having gone by the regular cart track, *viâ* Edmonton, in charge of ammunition, flour, and a few articles for Indian presents. We waited three or four days, and with difficulty supported ourselves on deer, which were very scarce, as the Assineboines had hunted there all the spring. At length, on 29th, I directed Dr. Hector to proceed to the forks of Medicine and Red Deer rivers, and bury a letter for Lieut. Blakiston, informing him that we were obliged to move onward from scarcity of provisions, and acquainting him how he was to steer his course in order to fall on our trail. Cache Camp. Send to meet Lieut. Blakiston.

On July 30th we again broke up camp; and, as I intended to send a part of the Expedition by the same route to winter quarters from the Rocky Mountains, I there made a "cache" of all the articles that we could possibly dispense with, in order to lighten the Expedition as much as possible, and enable us to abandon the carts for a time, hide them, and proceed with pack-horses. Start again.

All these arrangements being completed, we started at 8.30 A.M.; and as we were camped at 1 o'clock for dinner, Lieut. Blakiston, with his carts and horses, overtook us. He brought us the news that the boats had not arrived, and he was obliged to leave without the stores; but he succeeded in bringing me some ammunition from Edmonton, which, after all, was the only thing of vital importance. Lieut. Blakiston's arrival.

We were now without provisions, but still continued our course. In the evening, however, two of my scouts came into camp, and reported a large band of buffalo about twelve miles to S.E. The next morning we started before sunrise, and travelled till 9 o'clock, when we came within hearing distance of the tramping of the animals. Here we camped, saddled the runners, and started after our game: we had an admirable run, and killed sixteen. All hands then went to work to prepare and dry meat for the period that we should travel among the Rocky Mountains; because I was aware that, once we entered that range, we should have little or no chance of finding anything to eat. We all worked hard slicing and drying, made our provisions, and were ready to start on 4th August. Buffalo.

As I had ample time before the close of this season to seek for the pass, the existence and place of which I was in search of, I determined to ride to the boundary line and examine the country from the mountains eastward, and took with me Mr. Sullivan. I left Dr. Hector and Lieut. Blakiston, and M. Bourgeau, to proceed to the Old Bow Fort, or Chesterfield House, with the main body of the Expedition under charge of Dr. Hector, with orders that, as soon as they had arrived at the site of the Old Fort, he should place the carts in "cache," dispatch the gentlemen on their different missions, proceed upon his own, and direct the remainder to await my secretary's return from the boundary line: M. Bourgeau to enter the mountains and proceed with three men and seven horses on a botanical exploration, wherever he thought best; Dr. Hector with another party, to go on a geological tour; Lieut. Blakiston to proceed through the mountains by the two known Kootanie passes, returning by the southern one. Arrangements for exploration.

I started at noon from our camp, known as Slaughter Camp, lat. 51° 20′ N., long. 113° 45′ W., and kept on a southern course along the prairie. We only found salt lakes; and though we rode till 11 P.M., we camped without fire or water, but next morning reached the Lower Saskatchewan or Bow River, in lat. 50° 55′ N. We crossed the river after breakfast, found it very deep, our horses as well as ourselves being obliged to swim. The country we passed over on the north side of the river has a wretched soil; but when on the south side, the appearance and soil changed greatly for the better. We crossed numerous well-wooded rivers,—many of them containing valuable timber, such as Slaughter Camp. Start for the boundary line. Nature of country.

pines, spruce, &c.,—the valleys and neighbouring soil of which were rich and desirable for cultivation; but whenever we struck out on the broad prairie, we generally found the soil worthless, except here and there in small swamps. Although my journey to the western extremity of the boundary line was necessarily a rapid one, I determined on a visit to the "Cypres Hills." I was anxious to see this part of the country, in consequence of having heard many reports of its wonderful timber and fine rich soil. I found great tracks of splendid timber wasted by fire; there still remains, however, many valuable pines, and the land is rich and capable of producing several grain crops in succession without manure.

Cypres Hills.

Reach boundary line. Its locus. Chief Mountain.

On August 8th, we arrived at the 49th parallel, the prairie stretching to the east, utterly devoid of wood save in the valley of the Great Belly River. The locus of 49th parallel is very strongly marked by a high prominent mountain, called the Chief's Mountain, in full view of which the Indians meet in the autumn, and perform some characteristic dances. I only remained one day, which I devoted to riding in an easterly direction, and climbing elevations to obtain an extensive view of the country to the east, but saw nothing but prairie of the poorest kind, and destitute of timber. The next day I arrived late in camp, and we started for the Old Bow Fort, where we arrived on 14th August.

Old Bow Fort.

The site of the Old Bow Fort is in lat. 51° 9′ N., long. 115° 4′ W., at the foot of the Rocky Mountains. The chimneys of the place are still standing. The Hudson's Bay Company have long abandoned the post, many of their servants having lost their lives in its defence. Although the timber here, consisting of fine prush, Banksian pine, spruce and red pine is valuable, the soil is scanty, the river valley being occupied by immense deposits of shingle.

Scarcity of game.

On my arrival at the Bow Fort I found my hunters waiting for me. They had been out in every direction, but could not fall in with buffalo; they had also found elk and deer very scarce. In addition to this, they were in great fear of the Blackfeet and Blood Indians, whose return from the south-east would soon be daily expected. I was therefore obliged to alter my plans and desire them only to await the arrival of M. Bourgeau, and afterwards to proceed to the forks of Red Deer and Medicine rivers, and there to await the return of Mr. Sullivan, whom I was to send in charge of my branch expedition as soon as I had searched for my pass back from the mountains, I myself proposing to proceed westward to meet Captain Hawkins and visit Vancouver. I regret, however, that a letter from Lieut. Blakiston was handed to me by one of my men acquainting me, that "his "position in Her Majesty's service would not allow of his considering himself in any "way connected with the Exploring Expedition under my command."

Resignation of Lieut. Blakiston.

Derangement of my plans.

This step of Lieut. Blakiston deranged my plans a little, and is partly the reason why I have determined on wintering on this side of the mountains.

Start to explore the mountains. Kananaskis River.

On the 18th of August I started to seek for the new pass across the Rocky Mountains, proceeding up the north side of the south branch of the Saskatchewan or Bow River, passing the mouth of Kananaskis River. Five miles higher up we crossed the Bow River and entered a ravine. We fell upon Kananaskis River and travelled up it in a south-westerly direction, and the following day we reached Kananaskis Prairie, known to the Indians as the place "where Kananaskis was stunned but not killed." On the 21st we passed two lakes about two miles long and one wide. We continued our course, winding through this gorge in the mountains among cliffs of a tremendous height, yet our onward progress was not impeded by obstacles of any consequence; the only difficulty we experienced was occasioned by quantities of fallen timber caused by fires. I observed that many, indeed most of these tremendous fires are caused by lightning, and in one or two places traced their progress where the foot of man could never have trod.

Reach height of land.

On the 22nd of August we reached the height of land between the waters of Kananaskis River and a new river, a tributary of the Kootanie River. We remained here for the rest of the day, occupied with observations. Our height above the Bow Fort was now 1,885 feet, or above the sea 5,985 feet. Next morning we commenced our descent, and for the first time we were obliged to get off and walk, leading our horses down a precipitous slope of 960 feet over loose angular fragments of rock. This portion over, our route continued for several days through dense masses of fallen timber, destroyed by fire, where our progress was very slow, *not* owing to any difficulty of the mountains, but on account of the fallen timber, which we had first to climb over and then to chop through to enable the horses to step or jump over it. We continued at this work from daybreak till night, and even by moonlight, and at length reached the Columbia Portage on the 27th of August. Here I devoted a day to ascending some heights in search of a view of the Columbia River. After climbing several mountains in rain, I at last was astonished to find myself right upon the bank of the lake from which the Columbia rises, at a height of about 2,300 feet over the surface. Climbing a high tree in order to overlook the woods which inter-

Altitude of, the only obstacle.

Fallen timber.

Columbia Lakes.

cepted my view, I saw both the Columbia lakes, the Columbia rising out of the southern, flowing into the northern one, out of which it bends to the westward previous to taking its northern course to the boat encampment. The most southerly of these lakes is in lat. 50° 7′ N., long. 115° 50′ W.

Meet with the Kootanies.

On the 30th of August we arrived in lat. 49° 36′ N., long. 115° 37′ W. on the Kootanie River, where we found a camp of Kootanie Indians. These are the most wretched-looking fellows I ever met; men, women, and children, all living on berries, the men naked and the women nearly so; yet strange to say they possess a wonderful number of horses, and those very superior to the Indian horses on the east of the Mountains. Although these people were starving and destitute of clothes and ammunition, still they possess an enormous quantity of very fine horses. Yet I had considerable difficulty in training horses for the Expedition, and those I did succeed in training were not from among their best horses, neither could I obtain more than one or two horses for mere trade, although they were most anxious to exchange horses even greatly to their own disadvantage.

Trade horses.

I had eleven horses with me. Most of them were in wretched condition, and many of them worn-out, unserviceable animals, yet these were eagerly exchanged and good ones given in their stead, particularly when a little present of two plugs of tobacco and fifteen balls and powder were advanced. Indeed, only for my having effected these exchanges of horses I hardly think I should have succeeded in bringing back all the horses I had started with from the Old Bow Fort, some of which had also been with me on my previous rapid trip to the boundary line.

The road to Colville.

I learned from the Kootanies that there was a very plain easy road to Fort Colville, distant eight days from their camp; but as they had quarrelled with the Flat Heads, not one would volunteer to come with me as guide. However, that circumstance would not have deterred me from proceeding westward to meet Captain Hawkins and visiting Vancouver, had I known what Lieut. Blakiston's intentions were, and, indeed, it was not until after his return to Edmonton that he could communicate them to me. I merely state them without note or comment.

Ignorance of Lieut. Blakiston's intentions.

Statement concerning Lieut. Blakiston.

On the 11th August Lieut. Blakiston resigned his place in the Expedition; Lieut. Blakiston then took three men, an Indian guide, and ten horses belonging to the Expedition, when no longer an officer of the Expedition. This irregular proceeding I pointed out to Lieut. Blakiston, but said I would let that pass. However, on requesting Lieut. Blakiston for the map of his route through the two Kootanie Passes, I was surprised by a positive refusal to give me any maps, or the benefit of any observations whatever.

Enclose copy of Lieut. Blakiston's Letter.

I have nothing further to write on the subject, save to submit Lieut. Blakiston's letter of 11th August 1858, which I have the honour to enclose.

Start to re-cross the mountains.

On September 6th I started to re-cross the mountains by the Kootanie Pass, and was surprised to find that pass also within the British territory.

British Kootanie Pass.

We entered it in lat. 49° 11′ N., long. 115° 21′ W. in the valley of the Elk River, and came out on the east side of the mountains in lat. 49 32′ N., long. 114° 35′ W. in the valley of Little Belly River. It is one frequently used, but not the general pass of the Kootanie Indians, who have a preferable one in the American territory.

Height of land.

On September 7th we passed the height of land, a formidable ascent, where we had to walk and lead the horses for two hours. This is the height of land which constitutes the watershed. We encamped for the night in a small prairie, after making a considerable descent. On the 8th of September our course continued through woods and swamps, for about 15 miles, till we arrived at another ascent; this was also a severe ascent, though not so formidable as that of the day previous; we reached its summit about four o'clock, through a severe snowstorm, the snow falling so fast as to make me very apprehensive of losing the track. We descended that evening, and camped on the eastern side, and next day arrived at the eastern extremity of the pass. I regret that I cannot give the altitudes on this pass, as our barometer was broken by one of the horses. It is, however, far from being so favourable as the more northern one by which I entered on Kananaskis River, which has but one obstacle in height of land to overcome, and where the whole line of route is free from swamps and marshes.

Aneroid barometer broken.

I will not take up your Lordship's time with an account of our journey from the Kootanie Pass to Edmonton, as I have given a description of the greater part of the country already.

Arrival of Dr. Hector.

I have great pleasure in reporting the arrival of Dr. Hector while I have been writing this letter. I have been very anxious about him, knowing how badly off he must have been for provisions. He has had a very severe journey, and much trouble in

finding game enough to support himself and party. He has amassed a large stock of information in the mountains, geographical as well as geological. He is very anxious to penetrate further across to the west, but unfortunately my instructions prevent me from permitting him to do so, however desirable I might consider such a journey to be. In addition to being an accomplished naturalist, Dr. Hector is the most accurate mapper of original country I have ever seen, and is now an experienced traveller. By long and severe journeys with dogs and snow shoes last winter, in connexion with his hard trip this autumn, he has laid down the whole north branch of the Saskatchewan, and the south branch from where we met it to the glaciers of its source ; and there is no department of the Expedition in which he is not only competent, but willing to assist.

He has laid down the Saskatchewan.

I have the honour of enclosing Dr. Hector's report of his explorations, and there are two facts connected with that portion of country to which I wish particularly to draw your attention.

Enclose his report.

1st. Dr. Hector followed the Bow River right up to the main watershed of the continent, then followed it until he reached a transverse watershed, which divides the waters of the Columbia and those of the north Saskatchewan on the one hand, from those of the Kootanie and south branch of the Saskatchewan, on the other. There he found the facilities for crossing the mountains so great, as to leave little doubt in his mind of the practicability of constructing even a railroad connecting the plains of the Saskatchewan with the opposite side of the main chain of the Rocky Mountains.

His route. Double watershed.

On the practicability of a railroad.

2nd. Dr. Hector informs me, that the water-line of the mountains is not identical with their geological axis ; this axis he was unable to reach, and had only opportunity of examining what are called flanking ranges, therefore the most important geological results relating to the Rocky Mountains of North America remain as yet unascertained, because, in conformity with my instructions, I was obliged to order Dr. Hector not to advance further than the axis of the watershed of these mountains ; and I take this opportunity of recommending Her Majesty's Government to alter that part of my instructions, and direct my movements in the following manner :—That, as soon as my explorations are completed on the east side of the mountains (for now there remain only 6° of longitude in the country of the boundary line), I should send Dr. Hector to complete his exploration, and then meet me at Fort Colville, whence we could return home to England by Panama, and the British West Indian mail steamer from Chagres, a far cheaper route than recrossing the whole continent of North America. Besides this, it will enable me to dispose of all my horses to great advantage, and even make money to credit side of the Expedition in the account for horses. The Hudson's Bay Company are very short of horses, and allow me 20*l.* each for 25 horses now, and have promised to purchase all the others I can spare next year. I have now 53 horses, almost all of which are sure to outlive the winter ; I have lost but three or four this year, and may lose five this winter ; however, I have not neglected any precaution in my power, and have cut and stacked hay for them, and am constructing a shelter for those that may require it after Christmas.

The water-line not identical with the geological axis.

Recommend alteration of instructions.

Mode of return. Economy of Western route. Sale of horses.

As to my expenditure this year, it is not easy to give an exact statement, as the accounts are all priced at La Chine, and I am too far distant to go down and settle them, as I did last year. They will, however, hardly exceed 2,000*l.* by more than I can counterbalance by the sale of the horses. The expenses of next season will exceed 1,500*l.* if anything at all is to be done But if Her Majesty's Government are really apprehensive of the grant of 1,500*l.* being overdrawn, I have but one course to pursue, that of abandoning the completion of the boundary line, and all discoveries in the Rocky Mountains, and returning home in the beginning of the season. It is quite true that my expenses for this financial year will not have been so great as those for the financial year 1857-8 ; but any one acquainted with this expensive country will inform Her Majesty's Government that 1,500*l.* is hardly sufficient to cover a season's explorations, particularly when the salaries and home journey expenses are to be deducted from it.

Expenditure.

I feel greatly honoured by the confidence Her Majesty's Government have hitherto placed in me, and should Her Majesty's Government consider the importance of ascertaining the practicability of a railroad across the Rocky Mountains, as well as a more extended acquaintance of the geological structure of those mountains themselves, worth the further sacrifice of a few hundred pounds, I would propose that the Government grant me the whole of the 1,500*l.* for expenses in this country alone for the next season, independent of salaries and the homeward travelling expenses, the former of which will amount to 570*l.*, and the latter, I hardly think, will exceed an equal sum, if I am allowed to adopt the route I propose as most conducive to the interests of science as well as the purposes of economy. The only objection that can be urged to this proposition is, that Captain Hawkins and his party have been sent to the west side of the

1,200*l.* more required.

Possible objection.

mountains. But their work, as far as I understand, will confine them to the neighbourhood of the 49th parallel, and they will not have the same facilities for accomplishing those objects as I shall, starting from the eastward in a higher latitude, where the country is safe and a small party can travel, nor could they effect them as rapidly and economically as I could.

Plans for next year.

My plan is to send Dr. Hector to pursue his discovered route, which my instructions compelled him to abandon, while I and my secretary, Mr. Sullivan, will follow a different line of traverse to the Pacific, so as to ascertain as much as possible of the nature of the country lying between the mountains and the sea north of the 51st parallel.

Botanical collection. M. Bourgeau.

M. Bourgeau, who has made a magnificent collection of Alpine plants during his tour in the mountains, will return to London, *viâ* Pembina and St. Paul's, in order to fulfil his botanical engagements for 1860. I have to express my thanks to him for his most unceasing exertions, not only in his botanical labours, but for his zeal and care as manager of the provisions and stores of the Expedition, and his anxiety to assist me in every possible way.

Mr. Sullivan

I have also to express my satisfaction with my secretary, Mr. Sullivan, not only for his zeal and assiduity in carrying on the astronomical observations, but also for his assistance and exertions for the interests of the Expedition, particularly with regard to the horses; also by his care and regularity with the accounts, which, in a country where everything is conducted on a system of "barter," are of a very complicated nature.

The maps.

I have the honour to enclose two maps.* The first contains the routes of the whole Expedition, together with those of the branch parties. The other is a rough enlargement of a portion of this, in order to display with greater clearness our different routes of exploration while in the mountains. The map is not final as regards the mountains, as Dr. Hector's longitudes are by account, and may require correction; the remainder, however, is completed, and I beg it may be preserved, as we have no time to make a copy.

Great haste.

We have barely returned from the plains into Fort Edmonton in time to receive and answer our letters by the "fall boats," which start again immediately after they are unloaded, to anticipate the setting in of the ice. Our time, therefore, is very short, and although I have troubled your Lordship with a long letter, yet I have been obliged to omit a great deal of information contained in the journal.

Fort Edmonton.

Fort Edmonton is the largest trading post in the Saskatchewan; a little agriculture is carried on; they grow tolerable wheat, and grind it in a windmill. The potatoes are excellent, and horned cattle continue out the whole winter, and still are thriving. However, I cannot observe much as yet; my whole time has been occupied with the men's accounts and the correspondence.

Red River Brigade. St. Ann's Brigade.

The Red River men return to Carlton by the boats, where I have made arrangements for their conveyance to Red River Settlement, and give them the balance of their pay in orders on the Hudson's Bay Company. The Lake St. Ann's men are paid in goods, as money is not known in this country, and I am now giving them value for their wages in goods ordered by me for the Expedition, charging them the Company's prices. It would be impossible to send an account down now, but I will forward one by the winter express, along with the whole corrected map of the Expedition, and the observations.

My original instructions.

I must now beg leave to draw your Lordship's attention to that portion of my original instructions of March 31, 1857, which direct me as follows:—

"You will endeavour from the best information you can collect to ascertain whether one or more practicable passes exist over the Rocky Mountains within the British territory, and south of that known to exist between Mount Brown and Mount Hooker."

In accordance with these instructions, I first obtained the best information I could collect, which proved so vague as to be utterly valueless. I then directed Dr. Hector to undertake the more northern search (*i.e.* between the two branches of the Saskatchewan River), I myself, accompanied by Mr. Sullivan, undertook the search from the south branch of the Saskatchewan to the pass of the probable existence of which I had informed Her Majesty's Government before receiving the command of the Expedition. I directed Lieut. Blakiston to undertake the Kootanie Passes supposed to be in American territory. Lieut. Blakiston threw up his command in order to carry out that object independent of me, but with the assistance of Mr. Sullivan, I was also able to effect that portion of what was to have been his duty myself. This comprised the southernmost pass

Vagueness of Indian reports.

Summary.

* The maps have been reduced and incorporated into the long map, which will be found at the end of these Reports.

within the British territory. Lieut. Blakiston's exploration may perhaps have a value hereafter as a corroboration of my own.

Indian knowledge of the mountains inadequate.

The fact is that the knowledge the Indians possess of the mountains is very small, even among those said to "know the mountains," their knowledge is very limited indeed. This is easily accounted for by the scarcity of the game, which offers no inducement to the Indians even to go there. I fear if Dr. Hector leaves this country without completing his pass, much difficulty might arise hereafter in finding the exact point of the western exit of the valley, as it is very small and the woods dense, and no one could find it as the Doctor himself. Besides, the most unfavourable result would even be desirable in that case, as it would set the question of the possibility of the easy construction of a railway across the Rocky Mountains for ever at rest.

Desirable that exploration continue.

Enumeration of discovered passes.

I will now enumerate the several psses which have been discovered and laid down.

1st. From south branch Saskatchewan to Kootanie River:
Two, *i.e.* Kananaskis Pass and Vermillion Pass:

2nd. From Kootanie River to Columbia:
Two, *i.e.* the Lake Pass and Beaver Foot Pass.

3rd. From south branch Saskatchewan to north branch:
One, *i.e.* the Little Fork Pass.

4th. From south branch Saskatchewan to Columbia:
One, *i.e.* the Kicking Horse Pass.

British Kootanie Pass.

In addition to these discovered passes, the Northern Kootanie Pass has been laid down, and found to be entirely within the British territory, and I have named this the British Kootanie pass.

Captain Hawkins.

With regard to the expressed wish of Her Majesty's Government that I should communicate with Captain Hawkins, I beg to state that I shall endeavour to find an opportunity of doing so.

In conclusion, I have to acknowledge the receipt of your Lordship's courteous expressions on the subject of my letter of 13th March 1858. I have also to acknowledge the receipt of the abstract account for the financial year 1857–58.

I have, &c.

(Signed) JOHN PALLISER, Capt. Waterford Artillery Militia,
Commanding N. British America Exploring Expedition.

The Right Hon. Lord Stanley, M.P.
&c. &c. &c.

Enclosure 1 in No. 8.

Enclosure 1 in No. 8.

Sir, Fort Edmonton, Saskatchewan, October 9, 1858.

I have the honour to report the safe arrival of myself and party at this place on 7th current, being exactly eight weeks from the time of our separation from the remainder of the Expedition.

After your departure to the boundary line on August 3, according to your instructions I conducted the Expedition without loss of time to the site of the Old Bow Fort, and arrived there on the afternoon of the 7th. On the 5th we began to ascend considerably, and saw the last of the real plains. From this point our way lay over a succession of parallel ranges of hill, wooded in some parts to their summits, but not rising to more than 800 or 1000 feet above the plain. On the morning of the 7th, we first struck the south branch of the Saskatchewan at the mouth of Dead Man's River, and from this point, we followed it up until we reached the Old Fort on the same day. Its site is marked only by a group of mud and stone chimneys, the remainder of the fort having been constructed of timber, all of which has long ago been removed and used by the Indians as firewood. A small stream joins the river from the west at this place, and the main stream itself makes a bend from a north to an easterly course.

Our camp was pitched within three miles of the mountains, which rose behind as ranges of bald inaccessible cliffs to the height of from 3,000 to 4,000 feet above the eye.

We fortunately met with a large camp of Assineboines at this place, from whom I traded pack saddles and other articles which were required for our mountain work.

In conjunction with Lieutenant Blakiston, observations were made on the temperature of boiling water, to determine the altitude of the place, and to find the errors of our aneroids. The corrected mean readings for the time of our stay compared with the mean for Carlton, showed the altitude above that place to be 2,225 feet, or above the sea 4,100 feet. Our aneroids, and also the sympiesometer for great altitudes, I am glad to say, still gave a very close approximation to true readings, notwithstanding the great increase of elevation.

On 11th August M. Bourgeau and I started and camped together about 11 miles up the valley of Bow River, on the banks of a lake formed by a dilatation of the river in consequence of the valley being barred by immense deposits of rounded shingle. Our road was rather a bad one, on account of the fallen timber which impeded our path, the valley not having been frequented by the Indians for many years.

This first portion of the valley cuts through five parallel ranges of mountains at right angles to their axes. These are composed of beds of crystalline and compact fossiliferous limestone (most likely of

carboniferous age) dipping at 30° to W.S.W., but having several obscure plications. Two well marked peaks occur on either side of the valley, which M. Bourgeau named "Grotto" and "Pigeon" peaks.

After passing the former of these, the following morning (having taken leave of M. Bourgeau, who remained to examine this mountain) I entered a wide trough-like valley, running to S.S.E., through which I contrived to follow up Bow River in the opposite direction for three days. This trough continues to run through the mountains, beyond the points where the river leaves and enters it, the latter being between "Cascade" and "Rundle" Mountains.

"Cascade" Mount which is known to the Indians as the "place where the water falls," rises as a series of precipices to the height of 4,521 feet above a small level plain at its base, and is so abrupt that its summit is in view at a horizontal distance of 2,200 yards. It may be taken as a type of the mountains in this portion of the chain, all being equally precipitous and inaccessible.

Bounding the valley to the south is the "Windy" Mount of M. Bourgeau, which he has made the subject of an elaborate botanical examination.

From the Cascade Mount the river valley again changes its direction, passing at right angles to the chain so as to cross the "Saw-back" range, which are composed of the same strata as before, but now almost vertical, having only a slight inclination to W.S.W.

After following up the valley which then was reached, to N.W. for three days, on the 18th I arrived at "Castle" Mount opposite the entrance to the "Vermillion" Pass. I had already passed three small tributaries, by following up either of which, the height of land can be crossed to the Kootanie River, but judging from Indian report, none of these were so promising as this one, by which I now resolved to cross the water-line of the mountains.

The mountains now began to wear a different aspect, more massive, and evidently much loftier. They are composed of white and pink quartzose sandstone, almost passing into a quartzite in some parts, and in others into a fine conglomerate. Their minute description, as well as other geological points, will, however, form the subject of a more special report.

Having devoted a day to the examination of Castle Mount, and to prepare the flesh of a moose we had killed, on the 20th I crossed Bow River, without swimming the horses and unloading their packs; and, after a six hours' march through thick woods, reached the height of land the same afternoon.

By careful barometric readings I found the rise from the river to be 539 feet; and I consider the rise of the river, to where I crossed it from the Old Bow Fort camp, to be 300 feet, thus giving for the height of land 940 feet. The small stream along which we had ascended here ends in two small lakes, the water of which is beautifully clear; and 200 yards further on, and at 17 feet above the level of the upper lake, we came on a rapid turbid stream, flowing to the S.W., which was the head of the Vermillion River, the principal branch of the Kootanie River.

The height of land is in 51° 8′ 30″ N., longitude by account 116° 35′ W. It is in a wide valley, between outlying shoulders of two snow-clad mountains, which I named after Mr. Ball and Colonel Lefroy, the latter being to the west. The ascent to the watershed from the Saskatchewan is hardly perceptible to the traveller who is prepared for a tremendous climb, by which to reach the dividing ridge of the Rocky Mountains, and no labour would be required, except that of hewing timber to construct an easy road for carts, by which it might be attained.

The three following days were occupied in the descent of Vermillion River, which, after flowing to S.W. by W. for nine miles, suddenly changes its course to S.E. for 18 miles, when it again changes to S., escaping into a wide valley to join a much smaller stream, which is the Kootanie River.

In its course of about 40 miles it descends 1,227 feet, so that at its junction with the main stream it is 383 feet below the Old Fort.

It becomes of considerable size a very short way from its source, as it receives large tributaries from glaciers which occupy the valleys of Mounts Lefroy, Ball, and Goodsir. The valley through which it flows is contracted only at one point "The Gorge," near its lower part, where two lofty mountains seem to close in on the stream, without, however, in reality causing any great difficulty in passing along its base.

A road for carts down the valley of Vermillion River, from the height of land to the Kootanie River, could be cleared without difficulty, for, supposing the road to follow a straight line along the river, and the descent to be uniform, which it almost is, the incline would only be 40 feet in a mile, or 1 in 135.

The absence of any abrupt steps, either in the ascent or descent, together with the small altitude to be passed over, form very favourable points in the consideration of this pass as a line of route.

There is some confusion as to which is called the Vermillion and which the Kootanie River in the accounts given by Indians, so I have thought it better to confine the former name to the large stream by which I descended, and consider the smaller stream into which it flows as the Kootanie River. This accords better with nature of the valleys, as the Kootanie River, although an insignificant stream, before receiving the Vermillion River flows S.E. through a magnificent valley from three to five miles in breadth.

The forks of Kootanie and Vermillion River are in lat. 50° 50′ N. long. by account 116° 40′ W. (I may state that, in reference to all my longitudes, I did not trust to the reckoning by distances travelled alone, but obtained them by a system of bearings, combined with numerous observations for latitude.)

I should have liked very much to have descended the Kootanie River for some distance, to find if there is any gap in its valley by which a passage could be effected to the west without following down the stream; but my orders to confine myself to the water-line of the mountains, and which required me to be back at Fort Edmonton early in October, limited me to a less extended circuit in the mountains than I should then have required to make; besides, judging from the absence of all tracks since leaving the valley of the south branch, there did not seem to be the slightest prospect of procuring game on the west side of the watershed, and we were now beginning to be pinched for provisions.

Ascending the Kootanie River, therefore, on 27th, I reached the height of land which divides it from one of the principal tributaries of the Columbia River, called Beaver Foot River. The watershed is in a large morass, with several lakes occupying the bottom of a deep wide valley, common to the two streams, although flowing in opposite directions. The line of watershed is so little marked that it is impossible to cross even on foot between the two streams without going in water. On either side of it

the stream is dilated into wide shallow lakes, the surfaces of which were crowded with the gaudy flower of the Nuphar lutea. The altitude of this watershed I considered to be 3,834 feet above the sea, or 266 feet below the Old Fort.

It is on 51st parallel of latitude, in longitude 117° 10′ W. On the north side of the valley are Mount Goodsir and Pyramid Mountain, and on the south is the Brisco range, which although of no great elevation (about 2,000 feet above the eye) run, as an unbroken wall, to S.S.E. My Indian declared that the river we had now struck was the head of the north branch of the Saskatchewan, and wished to follow it down, but if my barometer and sympiesometer were acting with any approach to accuracy we were now about on a level with what I had found to be the elevation of the Mountain House during last winter, so that this could not be the case. In addition, the change in the vegetation, especially the occurrence of cedar, convinced me that we were really on a branch of the Columbia.

I accordingly only followed it for two days, and on 29th reached the mouth of a large tributary, to N.W. This river is much larger than the Vermillion River, and about four times the size of the stream into which it flows, being about equal to the south branch at the point when we left it.

Here I received a severe kick in the chest from my horse, rendering me senseless, and disabling me for some time. My recovery might have been much more tedious than it was, but for the fact that we were now starving, and I found it absolutely necessary to push on after two days.

Where it receives Beaver Foot River, Kicking Horse River bends back on itself, including an angle of only 20°, and after passing over a fine fall of about 40 feet flows on to N.W.

The mouth of Beaver Foot River is about 318 feet below the height of land where we first struck it.

As I was quite unable to move, I sent my interpreter, Peter Erasmus, to ascend Mount Hunter, which is included in the angle of Kicking Horse River. He ascended for 3,496 feet, and obtained a view, to the west, of snow-clad peaks as far as the eye can reach. Over the tops of Brisco's range, and all to the left of S.W., he could perceive no mountains, so that if that portion of country is occupied by any they must be of very inferior altitude.

It was my intention to have crossed Brisco's range on foot, but my unfortunate accident quite unfitted me for the task.

The angle of Kicking Horse River is in lat. 51° 10′ N., long. 117° 26′ W.

While traversing this valley, since coming on the Kootanie River, we have had no trail to follow, and it did not seem to have been frequented by Indians for many years. This makes the absence of game all the more extraordinary. The only animal which seemed to occur at all was the panther. The Indian saw one, and in the evenings we heard them calling, as they skirted round our camp, attracted by the scent.

The bottom of the valley is occupied by so much morass, that we were obliged to keep along the slope, although the fallen timber rendered it very tedious work, and severe for our poor horses, that now had their legs covered by cuts and bruises.

The timber along Beaver Foot River is mostly young, but there are the remains of what had been a noble growth of forests, consisting of cedar, pines, and spruce, among the latter of which is the magnificent prusche, which sometimes reaches four yards in circumference. I also saw a few young maples (Negundo fraso). Berries of many kinds were very abundant, and, indeed, had it not been for this we would have suffered much from hunger.

On 31st August we struck up the valley of Kicking Horse River, travelling as fast as we could get our jaded horses to go, and as I could bear the motion, and on the 2nd Sept. reached the height of land. In doing so we ascended 2,021 feet. Unlike the Vermillion River, the Kicking Horse River, although rapid, descends more by a succession of falls than by a gradual slope. Just before we attained the height of land, we ascended more than 1,000 feet in about a mile, down which the stream leaps by succession of cascades.

This height of land is 5,120 feet above the sea, and is lat. 51° 24′ N., long. 117° 20′ W. The water-line is in a flat valley, clothed with fine open forests of spruce, lying between Mount Vaux and the eastern end of the Waputteehk Mountains.

Here, to our great joy, we found tracks of game again.

On the morning of the 3rd, we followed down a small stream over a wooded plain for about six miles, and only descended about 50 feet from the height of land, when we came to a large river, flowing to S.E., which the Indian at once recognized as the south branch, from which we had been absent about two weeks.

The same afternoon he killed a moose, which relieved us from want, and we also fell in with a band of Assineboines, who had just come over by a direct pass from the north branch to this place.

We had several days of severe weather at this time; a great deal of snow with thunderstorms. I delayed here with the Indians on account of our horses requiring rest, and also to get them to dry our moose-meat properly for us, as we lost more than half of the last from its not being well prepared.

On 8th September I started to ascend the south branch, not following the pass by which the Indians had come, and which they described as very easy, but to endeavour to pass from its head waters to those of the west branch.

All the mountains on both sides of us were now snow-clad; and those on the south side having their valleys occupied by glaciers, some of great size.

In two days we reached the height of land by a gradual ascent. Here the south branch issues from a lake about four miles long, the upper end of which is fed by a glacier which descends from a magnificent *mer de glace*, occupying the elevated valleys of Mount Balfour. There is a small stream, however, which flows into this lake from a fine plain which forms the upper of the valley. Following up this, we come to where it rises from a group of springs, and, a few yards further on, a second group gives rise to the waters of the north branch. We dined at this watershed, which is the highest point we passed over with the loaded horses, being 6,347 feet above the sea. Snow was lying under the shade of the trees, notwithstanding the clear midday sun. Lat. 51° 40′ N., long. 117° 30′ W.

The first part of the descent from this height of land was a great contrast to our ascent of the south branch to reach it; for, in the course of two miles, we had descended about 1,000 feet.

Four miles from the height of land, the small stream which originates there receives a large branch from S.E., which, as it rises in a glacier, descending from the same *mer de glace*, as that which feeds the lake at the head of south branch. This feeder of the north branch I called the Little Fork: it flows to N.W. through a rugged valley between Mount Murchison and Mount Balfour. The former of these, which is a most massive mountain, the Indians consider to be the highest of all the Rocky Mountains.

I afterwards measured two of its highest peaks, the one above the angle of the main river and the little fork, the other to the south of the Kootanie plain, on the main river. They are, respectively, 15,789 and 14,431 feet above the sea. I hope I may have yet an opportunity of visiting Mount Brown and Mount Hooker, so as to obtain their altitudes relatively to Mount Murchison. The great size of these mountains, some of which are formed of groups 60 to 80 miles in circumference, prevents the proper appreciation of their altitude; besides not only here, but all through that portion of the range I have seen, there is an absence of striking peaks.

From the point where I met the north branch, I ascended to the place known to the Indians as the "Ice," and from which the largest fork of the north branch rises. The river is large at this place, and flows through a very wide valley, winding through shingle beds which must be covered by every spring flood, as they are clothed by a matting of Dryas integrifolium, Epilobium alpinum, and other Alpine plants, the seeds of which have been carried down from their natural habitats by the mountain torrents,

It occupied two days to ascend to the foot of the great glacier; but one of these was occupied in cutting a road through fallen timber along the banks of the Glacier Lake. This lake is about seven or eight miles long, and about four wide, and is formed by the damming up of a narrow valley between Mount Forbes and Mount Lyell.

The upper part of this valley is occupied by glaciers communicating with immense fields of ice which cover the mountains all round it. The foot of the glacier is about 4,320 feet above the sea. It is easy of ascent, as it terminates by a rounded slope, to reach which, from the floor of the valley, I had only to scramble over the series of moraines which lie in front of it. That portion lying within the valley is about five miles long and three wide; it is 600 feet deep at its lower part, but its surface at the upper end is 1,560 above the valley at its base. It is fed by a narrow spout-like glacier from the *mer de glace* above. I ascended Sullivan's Peak to the north of it, having an altitude of 7,858 feet, and obtained a splendid view of the immense mass of ice which envelopes the mountains to the south and west, obliterating all their valleys.

The stream which issues from the Glacier Lake is much larger than either the main fork or the little fork. The former of these two I ascended for some distance, and saw that it took its rise in the glaciers of a mountain to S.S.E. Up this river there is said to be a pass direct to the Columbia, which was the one first used by trappers in the time of the North-West Company, as far as I could make out from the accounts of the Indians. Mount Forbes, which lies between the Glacier Lake and the great fork of the north branch, I found to have an altitude of 13,400 feet.

Descending the valley of the north branch as it sweeps round the base of Mount Murchison, on the 16th, I reached the Kootanie plain, where the valley becomes much expanded, and is occupied by fine level plain, free from wood, like true prairie. This spot is famous among the Indians for the abundance of game, but it had been well hunted during the summer, so that there was now none left. Buffalo at one time were very numerous here, and their bones and dung showed that this must have been not many years ago. I remained here a few days to examine the mountains, which * the valley. One to the west of the plain I ascended, and found to be 8,913 feet above the sea. On the east side of the valley is what I consider to be the continuation of the Saw-back range, so that the Kootanie plain lies in the same trough-like valley of the mountains as that in which Castle Mountain stands, and which is continuous to the north-east of Mounts Richardson and Murchison.

* Sic.

While resting here the Indian shot some of the big horns, the meat of which, when fat, is certainly the finest of all animals in the country. They occur only along the outer range of the mountains. The rams alone frequent the high portions of them, and the ewes keep by the river margins, especially where craggy. The true animal of the mountains is the white goat, which always keeps at high altitudes, and is only met with toward the axis of the chain. It never descends into the valleys, summer or winter, except at certain places, to eat a kind of white clay, which occurs among the recent deposits in the valleys of the mountains.

The valley of the north branch cuts through the mountains more directly than that of the south branch, and is accordingly much shorter.

Throughout it is very much wider than the valley of any other river I have seen in the mountains, and it is skirted by terrace levels consisting of deposits of shingle, white calcareous clay, and sand the whole way up to the great fork. Its descent is not great, amounting only to 300 feet from the glacier lake to where it issues from the mountains. Having passed a large tributary from the north, which I named Waputtechk or "White Goat" River, I passed out of the mountains on the afternoon of the 18th, after having been 38 days travelling in them. The following day we arrived at Big Horn river, where I determined to give my horses a week's rest, as they were so reduced as to be quite unfit for the long trip which still remained before reaching Edmonton. The feeding along this tributary of the Saskatchewan which enters it between the main chain and Brazeau's range is exceedingly fine, consisting almost entirely of vetches. Besides, I wished to get a series of observations for chronometer rate, so as to determine, if possible, the exact longitude of this place, and by comparing that with the longitude of Bow Fort, obtain the direction of this portion of the chain, as the two places occupy similar positions with reference to it. The latitude of the point where the north branch leaves the mountains is 52 °20′ N. The longitude I have not yet ascertained, but by account 117° W.

While resting at this place, the Indian killed several ewes of the big horn, the flesh of which we dried to serve as provision to take us to Edmonton. Here we were met by a band of Assineboines, who came and camped beside us, and from whom I obtained a fresh horse for one that was too much reduced to proceed further. The weather was again very unsettled at this time, and several inches of

snow fell, which continued to lie on the mountains. We started for the Rocky Mountain House on the 27th. and. leaving the north branch to the south, passed through a nick in Brazeau's range. This range is formed of limestone beds tilted up at an angle of 30° to W. They are wooded to their summits on the west side, and rise to about 2,000 feet above the valley.

Having again met the north branch, we followed it down through thick forests, till, on the night of the 31st, we reached the Mountain Fort in lat. 51° 28′ N., long. 115° 7′ W. The fort is deserted all summer, being only a winter post for the Blackfeet. The traders had not yet arrived, so we found it looking very desolate, with the courtyards choked with weeds, and all the windows and doors were standing open. We took possession of it for the two nights we were at this place, but did not find it so comfortable as our camp fire.

On 2nd October I left the Mountain House for Edmonton, following the road I had travelled between the two places last winter. We were again out of provisions; but as we were now travelling among poplars, we had no difficulty in supporting ourselves on rabbits.

A severe snow storm, which covered the ground to the depth of 18 inches, quite fatigued our horses, so that we had to load our riding horses; and in this manner only with difficulty reached this place on the 7th.

I remain, &c.

Capt. Palliser, &c. &c. JAMES HECTOR, M.D.

Enclosure 2 in No. 8.

Enclosure 2 in No. 8.

CHARGES against Lieut. BLAKISTON in account British North American Exploring Expedition, under the Command of Captain PALLISER.

	£	s.	d.
August 12, 1858—To use of ten horses from August 12 to September 28, 1858, at 2s. per diem—2s. - - - - - -	47	0	0
To use of three men from August 12 to September 28, 1858, at £3⅓ per month—£3⅓ - - - - -	15	0	0
To goods for payment of Indian - - - -	2	0	0
	£64	0	0

See Captain Palliser's letter to Her Majesty's Principal Secretary of State for the Colonies, page 33, of October 7, 1858.

Enclosure 3 in No. 8.

Enclosure 3 in No. 8.

Site of Old Bow Fort, Base of Rocky Mountains,

Sir, August 11, 1858.

After our conversation on the 3rd inst., from which I infer that private matters influence you in your public duties, my position in Her Majesty's service will not allow of my considering myself any longer in any way connected with the Exploring Expedition under your command.

I shall, however, carry out to the best of my power what I had undertaken previously to our conversation above referred to, namely, to survey the Kootanie Pass, and in the event of my reaching Edmonton in sufficient time, proceed with the Red River men by water to Fort Carlton, and arrange for their transport to Red River.

I have, &c.

(Signed) THOMAS BLAKISTON,

John Palliser, Esq., Lieutenant, Royal Artillery.

Commanding Exploring Expedition.

No. 9.

Copy of REPORT from Captain Palliser to Her Majesty's Principal Secretary of State for the Colonies.

Fort Edmonton, Saskatchewan, January 10, 1859.

My Lord, (Received April 8, 1859.)

I avail myself of the opportunity afforded by the Hudson's Bay Company's Winter Express to send a few lines to your Lordship, although I have nothing of any importance to communicate, owing to the advance of the winter season having put a stop for the present to the further progress of the Expedition.

Shortly after our arrival at winter quarters here, Dr. Hector started as soon as the snow was sufficiently deep for sleighing to ascend the Red Deer River, with the object of examining the remainder of a portion of country previously visited last fall. I also started myself in a south-easterly direction to examine the country surrounding Beaver Lake.

I am happy to say that the horses are enduring the severities of the winter very fairly; I have lost but two as yet, and I trust that the rest, with but few exceptions, will outlive the winter. They are at present removed about twenty miles from the fort, for fear of being stolen by the Indians; they are guarded by three of my men stationed there, and constantly visited either by my Secretary, Mr. Sullivan, or by myself. The horses we ride backward and forward for that purpose are being stabled at the fort.

The fort is built altogether of wood, consisting of one good sized house two storeys high, inhabited by Mr. Christie, the officer in charge of this post and the Company's traders, and also by ourselves during our stay here. Adjoining this house are the store-houses of the Company, containing their goods and furs, besides the log houses inhabited by the men engaged by the Company together with their wives and families; the whole is surrounded by wooden pickets or piles, firmly driven into the ground close together, and about 20 feet high.

In shape it is an irregular hexagon, about 100 yards long and 70 wide, and contains a population of about 40 men, 30 women, and 80 children, almost entirely supported on buffalo meat, the hauling of which, for sometimes upwards of 250 miles across the plains, is the source of great and most fruitless expense. Indeed, the labour and the difficulty of providing for a consumption of 700 lbs. of buffalo meat daily, and from so great a distance, would frequently become very precarious, were it not for an abundant supply of fish from Lake St. Anne, about 50 miles to the west of the fort, whence they are capable of hauling 30,000 or 40,000 in a season; these are a fine wholesome white fish, averaging four pounds weight each. Besides this, great quantities of provisions are traded here, it is the principal depôt for provisions, as the several brigades of boats are most supplied from this place. Few fine furs are traded here, those which are obtained being chiefly from half-breeds, belonging to a Settlement recently made at Lake St. Ann's.

There is a Roman Catholic Mission, under the direction of two French priests, who have induced the half-breeds to cultivate the ground, and sometimes they realize very fair crops of barley and potatoes.

A very little agriculture is feebly carried on about Fort Edmonton, owing partly to the want of acquaintance with even the leading principles of agriculture, and principally from the disinclination of both the men and women to work steadily at any agricultural occupation.

I have the honour of enclosing a letter from Dr. Hector on the subject of the geology of that portion of country which was explored last year by the expedition, also the astronomical observations of last year, which I request may be forwarded to the Geographical Society. I shall reserve my observations, and those of my secretary, Mr. Sullivan, on the longitude of Edmonton until the state of the atmosphere will allow (perhaps) of greater accuracy, for it is important that its longitude should be more accurately ascertained than any one has obtained it hitherto.

I also enclose a separate record of observations taken on the comet, which I will feel much obliged by your Lordships forwarding to the Astronomical Society.

As I had the honour to communicate my plans and intentions already to your Lordship in my letter of October last, I shall not take up any more of your time.

I have, &c.

(Signed) JOHN PALLISER, Captain,
Commanding N.W. British American
Exploring Expedition.

Her Majesty's Principal Secretary of State
for the Colonies, &c.

P.S. I am unable, as yet, to forward the accounts of the present financial year, as they have not yet arrived from Montreal, where they are sent to be priced by Sir George Simpson. J. P.

Encl. 1. in No. 9.

Enclosure 1. in No. 9.

Fort Edmonton, Saskatchewan,
January 10, 1859.

SIR,

I HAVE the honour to make the following report of my geological observations during the past season, in which is embodied only the principal results and general features of the country examined, the details being reserved for a more elaborate study and comparison than can be executed here.

On starting from Fort Carlton on 14th of June, 1858, we crossed the low track of prarie land which is bounded to the west by that line of high ground, which has been traced from longitude 103° W. sweeping to the N.W. to meet the south branch of the Saskatchewan at the elbow, known as the "Coteau des Prairies," and from that point being continued to the north branch as the Bad Hills and Eagle Hills, while across that river it re-appears as the Thickwood and White Lake Hills. The average elevation of these plains above Carlton (which is built upon the first river level, 35 feet above the water) is 250 feet, or 2,125 feet above the level of the sea, and on it rests isolated portions of the higher level which have survived the general denudation, rising as rounded hills from 300 to 400 feet in height, such as Moose Hill on the south branch, and the two Minetonass Hills (Creefor Hill by itself), one of which is opposite to Carlton and the other to Forte à la Corne. These plains are plentifully strewn with erratic blocks of all sizes, being fragments of the rocks of the Granitic belt, which runs to N.W. from Lake Superior to the Arctic Sea, with others of Magnesian limestone and buff coloured quartoze rock of Silurian age, which crops out all along the western flank of that range. A very remarkable line of the Magnesian limestone boulders occurs at the distance of 20 miles above Carlton, crossing the country from the Thickwood Hills in a southerly direction towards the Moose Hills on the south branch.

This limestone contains the same indistinct fossiliferous markings as that at the Stoney Hill behind Fort Garry. Some of these masses are of immense size, being made up of portions of several beds which only loosely cohere to form the block. They are all sub-angular, without any glacial markings, although some have their sides highly polished and smoothed from the buffalo rubbing against them. One of these blocks was measured, and computed to be 140 tons.

The nearest known point where this limestone occurs in situ, from whence these block may have been derived, is 170 miles distant to N.E.

Disregarding, for the sake of clearness, the order in which the country was examined, I now give at once, an account of the whole "drift" phenomena observed.

As we travelled to the west the drift was found to preserve the same mineral character of variable proportions of sand and clay, having boulders interspersed, but chiefly with the clay predominating. The boulders, however, decrease in size, and those of limestone become very rare as the higher plains are gained. At Fort Edmonton, for instance, I found it difficult last winter to procure fragments, with which to make lime for medicinal purposes, although the river bed is strewn with those of other rocks. Its depth also becomes much less, forming only a superficial covering to older strata, when observed in the river sections to the west of the Eagle Hills.

As we approached the Rocky Mountains, it quite disappears from the table lands, and is only to be found in depressions of the plain through which streams run, and even the existence of true drift in these places is rendered doubtful, owing to the prevalence of more recent deposits, which have been formed of its re-arranged materials.

At the altitude of 4,000 feet above the sea, and at the distance of 50 miles from the mountains, there however occurs a very extraordinary group of blocks of granite, resting upon a high plateau, formed of sandstone strata, to be afterwards mentioned. These blocks are of great size, one having been estimated to weigh 250 tons. Although lying miles apart, they seem to consist of the same rock, viz. a mixture of quartz with red felspar, the latter predominating, with only faint traces of mica disseminated in very minute flakes. No granitic rocks have been met with on this side of the watershed of the mountains, and it is not probable that any such exist, at least between the two branches of the Saskatchewan.

These blocks present smooth surfaces, although in general they are rhomboidal in form. Some are cracked into several pieces, which are quite detached, but have evidently at one time formed part of a whole.

If these blocks were derived from the granitic belt to the east, as I believe all the other boulders on the plains to have been, then they must have travelled at least from 400 to 450 miles. From the fact however, that they are almost on the western verge of the drift deposit, and that the boulders imbedded were found as a rule to diminish in size in that direction, it may be that the presence of these large blocks is due to very different agencies, different at least in the time of their occurrence.

Close in, along the base of the mountains, neither on the high plateaus or in the profound valleys by which these are traversed, was there observed any traces of the drift, or its dispersed erratics. Within the outer range of the mountains, which are comparatively low and wooded to their summit, the valleys are occupied by immense deposits of rounded shingle, composed of fragments of the various rocks which have been found to compose the mountains. This shingle, which in some places is loose, and mixed with a large proportion of sand and gravel, in others is cemented by calcareous matter into a solid conglomerate. It fills up the valleys not only along the edge of the mountains, but also right into their interior, forming beautifully marked terrace levels along the streams. This is well exhibited on the north branch of the Saskatchewan, where these deposits skirt its wide valley for nearly 70 miles of its course through the mountains, expanding where it widens so as to form extensive plains, as at the Kootanie plain, and always affording a margin of level ground along the river, rendering the road very practicable.

Towards the upper ends of the valleys the calcareous matter of these deposits so increases as to replace altogether the shingle, when it becomes a fine gritty calcareous mud of glistening whiteness. This same deposit has a much larger development in the valleys on the west side of the watershed, forming terrace levels in exactly the same manner. I observed no shingle beds with it there, however, that apparently being replaced by fine sand and gravel.

In the valley of Bow River, there is much less of this calcareous matter in the deposit, it having more of a loose sandy nature, and except at the entrance to the valley in the neighbourhood of the Bow fort, rarely exhibiting the terrace levels.

In the smaller gorges, where streams come down from the mountains, it is replaced by an angular "brecchia," of which patches cling in the most singular positions. This latter deposit is most likely of the nature of glacier maraines, although it is found wher no glacier occurs anywhere in the neighbourhood. I found, however, that the glaciers in the chain had, at one time, extended a considerable degree beyond their present limits, and therefore, at that time they possibly may have existed in portions of the mountains where now there are none.

The terrace deposits seem to reach pretty nearly the same altitude in different parts of the mountians viz., about the height of 1,000 feet above the level of the plains at their eastern base.

I found that, in crossing the different heights of land, the easiness of the pass corresponded with the degree to which these deposits had remained untouched, owing to peculiarities in the form of the valleys. In the case of every height of land, whether of those examined by Captain Palliser or by myself, with the single exception of the Vermillion pass, the slope is gradual to the east, but to the west the descent is with extreme rapidity. This arises from these deposits, having being scooped out close up to the rocky nucleus of the height of land, by currents acting from the western side of the chain, while on the east the erosion has been much more feeble.

How much this may depend on the difference between the width of the valleys which pass through the flanking chains on the east side of the height of land form those on the west, I am not prepared to say, until the nature of the country to the west has been ascertained.

Currents acting on the chain while submerged, would of course be greatly modified in their action by any such differences.

Respecting the age of these deposits I am in doubt. They extend towards the east along the river valleys, at least shingle deposits of the same nature are found at a considerable distance from the mountains, in the valleys of the north and south branches, and of the Red Deer River. Its relations to the drift has not been distinctly ascertained, as the boulders which mark its presence are only in that district of country found on rounded knolls away from the rivers.

From observations made last summer on the south branch, and during the winter on the north branch of the Saskatchewan taken with those of this season, I found that the group of sandy clays with crystals of selenite and concretionary nodules of ironstone, which latter contain fragments of cretaceous fossils, extend from the Snake Portage (which is in lat. 54°, and long. 111° 30′ W. nearly) upon the north branch, in a south-south-easterly direction to the elbow of the south branch, the distance in a straight line between these two places being 240 miles. The north branch, which flows from the Snake Portage to south-east, exhibits in its banks sections of these clays until they disappear under the great depth of drift at the Eagle Hills, thus crossing this formation very obliquely, it forming a strip of not more than 60 miles in breadth; whether this strip be continuous or not cannot be ascertained, as the high plains which lie between the arms of this great river, nowhere are cut to a sufficient depth to reach their level.

It is difficult to observe any dip, but I think they must have a slight inclination to north-east. At the Snake Portage these clays are of a clear blue colour, soft, and having selenite crystals in tolerable abundance. At Fort Pitt and at the elbow of the south branch they have much the same character,

being of a dark purple brown colour, with the septariæ very frequent, and the selanite only so in some parts. At the Eagle Hills they are not so moist, and form rather a compact shale of a bluish buff colour, much stained with feruginous streaks; it cracks up into very small fragments with conchoidal surfaces, the septariæ are neither so abundant. This formation here, if dried and hardened, would much resemble the shales observed at Long River, and at Fork Creek on the Assineboine during the summer of 1857. A little way above the Snake Portage (which place I again visited this autumn) hills rise above the plain level on both sides of the river to about 300 to 500 feet, such as the Black Hills, Snake Hills, and Egg Lake Hills; these consist of coarse grits formed of pink and green grains with a small amount of calcareous cement, quite the same as those observed in the neighbourhood of the Mountain House. They are in thin beds which weather into spheroidal masses, and between these beds of blue and purple clay are found. It is the same sandstone as is found throughout the Edmonton and Mountain House coal basins, forming the floor upon which they rest.

These basins are divided from each other by a great thickness of buff-coloured sandstone of much the same texture, but not so distinctly bedded, which forms a high ridge crossing the country from Red Deer River at the Nick Hills, by the Musquachis on Battle River to the north branch at Abraham's Gates. At these places it forms lofty precipices which I think must be similar to those described as the ramparts on the Mackenzie and Peace rivers.

On Red Deer River, in lat. 52° 12′ N., long. 113° W., an extensive deposit of coal was discovered associated with the same sands and clays as at Edmonton, The coal forms beds of much greater thickness however, one group of three beds measuring 20 feet, of which 12 feet were pure coal, the remainder being carbonaceous clays. At one place this coal was on fire, the whole bed exposed in a cliff about 300 yards in length being in a glow, the constant sliding of the bank continuing to supply a fresh surface to the atmosphere. For as long as the Indians remember this fire had never been extinguished, summer or winter.

A heavy sulphurous and limey smell pervades the air for miles around.

The extent of this coal deposit along Red Deer River is for 14 miles. In following up the river it is succeeded by the sandstone cliffs, apparently by substitution, as neither the coal group nor the beds of sandstone have any perceptible dip, and this is exactly the same manner in which the passage is effected between the same groups at the Mountain House.

Lower down on the river the coal is succeeded by white marls and sands, with beds of calcareous grit, which weather to a bright red colour. Among these beds there occur a great profusion of fragments of silicified exogenous wood. This group, however, was better exhibited on Battle River, where they dip to north-east at a very low angle. The valley of that river above its elbow is about 14 feet deep, and exhibits in its banks phenomena somewhat like those at La Roche Percée. The strata consist of banded clays and orange-coloured splintery limestone, with one bed quite filled with fragments of silicified wood, of an ashy or black colour. Towards the upper part of the section the clays are filled with sandy concretions, in some of which I found a few beautifully preserved fossils, the principal of which was a small avicula, a cardium, and other litoral shells.

There is also a bed of nine inches in thickness, composed entirely of rolled fragments, of a species of ostrea, cemented together by coarse sand. This bed I detected at several points along the valley, and by using it as a test, found that the whole group had a gentle inclination to north-east. At the point where we crossed Battle River a second time, in lat. 52° 28′ N., long. 111° 30′ W., in the bed of the stream, and at the foot of the section described above, the first coal met with in our progress westward was observed. Whether this be the same coal, however, as that on Red Deer River and at Edmonton, or a thin bed, such as was observed at La Roche Percée, and of quite a different age, I was unable to determine. If the former, then it is certainly overlaid by the Ostrea and Avicula beds; and these fossils when compared at home will throw much light on the true age of this coal. (I regret to say, that owing to the bursting of the hoops of the kegs in which they were packed for carriage to Edmonton from the Bow Fort, some of these fossils, as well as others, were lost on the road; but I hope yet to have an opportunity of procuring another set.)

This group of strata, characterized by the light-coloured marls which were found in Battle and Red Deer Rivers, was not observed along the north branch. The distance between the two points where they were found on the former rivers was 50 miles in a line due west.

The superficial strata which compose the prairie country preserve their horizontal character, as the Rocky Mountains are approached, until within 40 miles of the eastern limits of the true chain. At this distance they commence to undulate at first gently, but soon assuming most intricate plications. The section along the Little Red Deer River displays the structure of the near range, which is wholly made up of the plications of the more superficial strata. The grits and clays of the Snake Portage again re-appear in this section, and are seen not only to change from their almost horizontal arrangement, but also to lose their original mineral character, the clays becoming indurated and converted into hard shales with a smooth soapy streak, while the sandstone beds are cleared in their original lines of false bedding, and rendered so very much harder, that in the summer, when I observed isolated sections I was not sure of their identity, and only removed my doubts this winter by an examination of the continuous section afforded by Little Red Deer River.

From under this group the septaria clays arise, also much altered in character, but I obtained fragments of the same fossils that were found at Fort Pitt, and the elbow of the south branch of the Saskatchewan, so that I have no doubt of their identity. They are found on the west side of the outer range in the valley which intervenes between it and the main chain.

The Rocky Mountains, as far as the west side of the watershed, consist of parallel ranges running from N.N.W. to S.S.E. between the north branch and Bow River, but south of that changing to nearly

north and south. These ranges are in groups, divided from one another by trough-like valleys traversing the length of the chain. The two eastern ranges from the Bow Fort to the Sawback range are mainly composed of a blue limestone, sometimes cherty, sometimes compact, and sometimes crystalline, with fossils which belong either to the carboniferous or devonian epoch. As a rule, these strata dip to the west, the same beds are, however, exhibited again and again, being thrown up in plications of great magnitude. Behind the Bow Fort, the mountains rise as huge cliffs made up of the cut-edges of these strata, elevated to the height of 3,000 feet. Borne up on these limestones is a mass of strata composed of micaceous sandstone, with particles of carbon disseminated. This group also appears along Bow River and Deadman's River, after they leave the mountains. Along with these sandstones are intercalated carbonaceous shales, among which are to be found traces of coal and carboniferous plants, of which latter one was a calamite, somewhat like calamites cannæ formis of the coal measures at home.

Resting on the flanks of the limestone ranges are patches of the septaria clays and grits which are recognised at a distance by their earthy appearance. Such patches are found throughout the mountains at different points. Thus at the Vermillion River, the beds which, by their decomposition, give rise to enormous quantities of ochre along the courses of the smaller stream, seem to belong to this group. At the angle which this river makes, about fourteen miles from its source, there is a small patch of about one square mile in extent which presents an unmixed soil of ochre of a light reddish yellow colour, without a trace of vegetation on its surface.

To the west of the Sawback range the limestone was not observed, that range being composed of its bed cropping out vertically along the east side of a valley, in which stands Castle Mount composed of horizontal beds of a hard quartoze sandstone, passing into a conglomerate, and capped by brown slaty shale. At the Kootanie plain, on the north branch of the Saskatchewan this shale is seen to underlie the limestone.

The mountains which compose the height of land of the Vermillion pass consist of the same rocks as the Castle Mount, but in descending Vermillion River a white slate is met with, which again is succeeded by a deep blue compact limestone, associated with a clay schist, curiously banded with red layers. On the north branch of the Satkatchewan, the mountains at its source are composed of this blue limestone and banded schist.

The very complicated relations of these strata renders it impossible to form any sound view regarding their thickness or relative positions from data collected during one rapid survey, especially when it is remembered that they compose one of the most massive mountain chains in the world, the topography of which had to be learned step by step as the survey was made.

The most singular fact is, that no trace of the eruptive rocks which have caused the great convulsive movements of this portion of the earth's crust should be found in connextion with the dividing line of the mountains, from which the waters are thrown into the Gulf of Mexico, Hudson's Bay, the Arctic and Pacific Oceans. The direction of these waters seems altogether to be determined by the arrangement of the superficial deposit filling up the valleys.

Towards the lower part of the Vermillion River, the schists are fractured by slaty clearage, but which is not very perfect. More to the south, however, from Mr. Sullivan's notes, I find that the mountains along the east side of the Kootanie river valley are composed of true clay slate, which also forms those at both heights of land crossed by Captain Palliser's party.

I have, &c.

John Palliser, Esq.
&c. &c.

(Signed) James Hector, M.D.

Enclosure 2 in No. 9.

OBSERVATIONS for LATITUDE made by Dr. HECTOR when detached from the Expedition.

Date.	Place.	Obs. Mer. Alt. corrected for I.E.		Longitude by Account.	Latitude.
			° ′ ″	W. ° ′ ″	N. ° ′ ″
1857:					
December 14	Four miles E. of Redberry Lake -	* Polaris	108 20 0	106 56 0	52 42 0
„ 19	English Creek - - -	⊙	26 13 0	108 56 0	53 16 0
„ 19	E. angle of Red Deer Hill - -	* Polaris	110 53 0	109 3 0	53 28 0
„ 20	Fort Pitt - - - -	* „	110 4 30	109 18 0	53 35 0
„ 20	„ - - - -	* Jupiter	97 46 0	- -	53 34 0
„ 22	„ - - - -	⊙	26 32 0	- -	53 34 0
1858:					
March 29	„ - - - -	⊙	79 20 30	- -	53 34 0
January 5	Fort Edmonton - - -	⊙	28 26 0	113 49 0	53 29 0
„ 5	„ - - - -	* Polaris	109 50 0	- -	53 30 0
„ 8	„ - - - -	⊙	28 0 0	- -	53 32 0
February 10	„ - - - -	⊙	44 2 0	- -	53 30 0
„ 11	„ - - - -	⊙	44 42 0	- -	53 30 0
„ 20	„ - - - -	⊙	50 51 30	- -	53 31 0
March 4	„ - - - -	⊙	59 51 0	- -	53 31 0
„ 6	„ - - - -	⊙	61 26 30	- -	53 30 0
„ 7	„ - - - -	⊙	62 9 30	- -	53 31 0
January 11	Crossing Place, Battle River, on Mountain Ho. Track. - - -	* Jupiter	99 34 0	114 6 0	52 41 0
„ 14	Rocky Mountain Fort - -	* Polaris	107 53 0	115 30 0	52 29 0
July 9	Elbow of Battle River - -	⊙	119 37 0	111 5 0	52 19 0
August 12	Rocky Mountains, Bow River, First Lakes - - - -	⊙	107 19 30	115 16 0	51 1 44
„ 14	Rocky Mountains, Bow River, The Nick	⊙	105 59 0	115 30 0	51 2 26
„ 15	Rocky Mountains, Bow River, Cascade Mount - - - -	⊙	105 10 0	115 40 0	51 9 18
„ 18	Rocky Mountains, Bow River, Castle Mount - - - -	⊙	103 10 0	116 0 0	51 10 42
„ 21	Rocky Mountains, Vermillion River, The angle - - -	⊙	101 20 0	116 26 0	51 6 0
„ 22	Rocky Mountains, Vermillion River, Snow Creek, S. from Mount Ball -	⊙	100 49 0	116 19 0	51 2 45
„ 24	Rocky Mountains, Kootanie River, N. of Forks - - - -	⊙	99 48 0	116 26 0	50 52 0
„ 26	Rocky Mountains, Kootanie River, its source - - - -	⊙	98 11 0	116 40 0	51 0 37
„ 28	Rocky Mountains, Bearerfort River -	⊙	96 28 30	116 52 0	51 9 30
„ 30	Rocky Mountains, Kicking Horse River Falls - - - -	⊙	95 0 0	116 55 0	51 10 0
September 1	Rocky Mountains, Kicking Horse River Falls - - - - -	⊙	93 18 0	116 57 0	51 16 30
„ 3	Rocky Mountains, Bow River, Noore's Creek - - - -	⊙	91 38 0	116 38 0	51 22 40
„ 8	Rocky Mountains, Bow River, Noore's Creek - - - - -	⊙	87 44 0	116 43 0	51 28 0
„ 9	Rocky Mountains, Bow River, its source	⊙	86 34 0	117 0 0	51 40 0
„ 11	Rocky Mountains, N.B. Saskatchewan, E. end of Glacier Lake - -	⊙	86 36 0	117 30 0	51 54 0
„ 12	Rocky Mountains, N.B. Saskatchewan, W. end of Glacier Lake - -	⊙	83 54 0	117 39 0	51 52 16
„ 14	Rocky Mountains, N.B. Saskatchewan, 4 miles above mouth of Little Fork -	⊙	82 16 0	117 22 0	51 56 30
„ 18	Rocky Mountains, N.B. Saskatchewan, 4 miles below Wapattuk River -	⊙	78 45 30	116 46 0	52 18 0
„ 20	Rocky Mountains, N.B. Saskatchewan, Sheep River - - - -	⊙	76 41 0	116 40 0	52 24 0
„ 23	Rocky Mountains, N.B. Saskatchewan, Sheep River - - - -	⊙	74 21 0	- -	52 23 30
„ 28	Saskatchewan River, N.B. Miry Creek	⊙	70 14 0	116 10 0	52 30 0
„ 29	N. branch Saskatchewan - -	⊙	69 35 30	116 0 0	52 26 0
October 1	S.E. of Mountain, in woods - -	⊙	67 20 30	115 25 0	52 23 30
„ 5	Bad Bearer Dam - - -	⊙	42 50 30	113 58 0	53 5 0
November 29	Battle River, Bear Hill - -	⊙	30 55 0	113 55 0	52 46 26
December 1	Red Deer River, mouth of Blind River	⊙	31 10 0	114 0 0	52 18 13
„ 2	„ 10 miles above last -	⊙	31 6 0	114 10 0	52 12 36
„ 4	Red Deer River, 5 miles above Medicine River - - - -	⊙	30 55 0	114 20 0	52 1 26
„ 6	Red Deer River, 20 miles above last -	⊙	30 47 0	114 40 0	51 50 28
„ 9	Little Red Deer River - - -	⊙	30 52 0	114 45 0	51 29 28
„ 10	„ „ source of -	⊙	30 55 0	114 50 0	51 21 40
„ 15	Edge of Plain, Stoney Camp - -	⊙	30 7 0	114 45 0	51 25 24

Enclosure 3 in No. 9.

OBSERVATIONS on the COMET at the HUDSON BAY COMPANY'S FORT, EDMONTON 1858.

Approximate Mean Time at Place.	Chronometer Time of Observation.	Observed Distances.	Object.	Error of Chronometer on G.M.T.	Remarks.
1858.	D. H. M. S.	° ′ ″		M. S.	
Sept. 20th, 8 P.M.	20 15 37 30	34 24 0	Arcturus ? -	9 59 slow.	
„ 24th, 8 P.M.	24 15 19 34	28 43 20	Arcturus ?		
	24 37	74 7 40	Capella.		
	7 4	127 45 2	Moon - -	- - -	Mean of five sights.
	16 4 43	102 7 30	α Aquilæ.		
	8 30	21 16 45	η U. Major.		
	11 4	22 54 40	ζ U. Major.		
	14 51	22 7 20	ε U. Major.		
	18 45	56 13 30	Polaris.		
„ 28th, 8 P.M.	28 14 50 22	20 6 20	η U. Major. -	10 10	
	54 2	24 37 10	ζ U. Major.		
	56 5	24 38 0	ε U. Major.		
	15 9 15	20 49 50	Arcturus ?		
	12 47	96 0 20	α Aquilæ.		
	15 44	59 18 30	Polaris.		
Oct. 2d, 8 P.M. -	2 15 25 25	23 59 20	η U. Major.		
	27 41	29 52 30	ζ U. Major. -	10 30	
	29 38	31 52 30	ε U. Major.		
	34 0	9 40 0	Arcturus ?		
„ 5th, 8 P.M. -	5 14 56 43	1 13 50	Arcturus ? -	10 20	At present the comet has changed to S. of Arcturus.
	59 46	31 53 0	η U. Major.		
	15 3 45	38 14 55	ζ U. Major.		
	5 40	40 59 20	ε U. Major.		
	7 44	72 33 50	Polaris.		
	10 29	104 18 30	Capella.		
	12 19	80 23 20	α Aquilæ.		
„ 12th, 8 P.M. -	12 14 38 3	32 39 30	Arcturus ? -	10 0	
	40 6	31 44 40	α Cor Borealis.		
	42 1	58 56 50	α Lyræ.		
	44 1	62 34 50	α Aquilæ.		
	47 8	59 55 30	η U. Major.		
	48 59	66 35 50	ζ U. Major.		
	53 22	95 32 20	Polaris.		
	51 10	70 16 50	ε U. Major.		
	57 16	134 23 40	Capella.		
	15 1 34	110 6 20	α Pegasi.		

Approximate Mean Time at Place.	Chronometer Time of Observation.	Observed Altitude of the Comet. (Doub.)	Error of Chronometer on G.M.T.
1858.	D. H. M. S.	° ′ ″	M. S.
Sept. 27th, 8 P.M. -	27 14 43 42	34 59 40	10 8 slow.
	53 1	32 36 30	
	54 54	32 11 35	
	57 17	31 40 20	
	58 21	31 21 30	
	15 0 34	30 50 0	
	3 3	30 15 10	
„ 28th, 8 P.M. -	28 14 37 45	36 22 20	10 10 slow.
	40 47	36 33 52	
	42 17	35 11 0	
	43 23	34 54 10	
	44 31	34 36 30	
	46 2	34 13 25	
	48 28	33 34 10	

N.B.—The index error of sextant +5′ 58″ is to be applied to each sextant reading which is tabulated in this sheet.

The name of the star to which (?) is affixed I am not quite sure of; it is probably Arcturus.

JOHN PALLISER, Captain,
Commanding North-west British America
Exploring Expedition.

Enclosure 4 in No. 9.

RECORD of ASTRONOMICAL OBSERVATIONS during Seasons 1857–58.

LONGITUDES OBTAINED BY OBSERVATION.

Locality.	Latitude by Observation or by Account.	Approximate M. T. P.	Mean of Chronometer Times corrected for E. on G.M.T.	Mean of Observation Altitudes, corrected for.	Longitude.
	N.	1857.	D. H. M. S.	○ ⊙ ″	W.
	° ′ ″				° ′ ″
Fort William, H.B.C.	48 24 5	June 13, 8 A.M.	13 1 43 39	68 44 7	89 24 50
Trembling Portage	48 30 0	„ 21, 9 A.M.	21 2 47 35	88 45 41	89 58 48
Dog Portage (w. end)	48 45 0	„ 22, 9 A.M.	22 2 31 59	83 39 51	89 53 45
Dog River (r. bank)	48 55 0	„ 23, 8 A.M.	23 2 16 59	78 30 39	89 53 48
Savanah Portage	48 53 0	„ 25, 8 A.M.	25 2 7 17	74 43 35	90 13 46
Barrier Portage	48 45 0	„ 26, 5 P.M.	26 10 34 15	64 2 23	90 50 24
French Portage	48 40 0	„ 27, 10 A.M.	27 4 4 33	109 19 37	91 11 32
Camp Portage	48 25 0	„ 29, 7 P.M.	29 13 24 48	11 48 20	92 27 28
	48 27 0	„ 30, 7 A.M.	30 1 13 58	53 12 49	92 30 4
Fort Frances, H.B.C.	48 36 15	July 1, 6 P.M.	1 11 55 8	40 59 27	93 33 33
Rainy River	48 50 0	„ 3, 9 A.M.	3 3 43 36	99 13 31	94 14 19
Portage de Bois	49 26 0	„ 4, 9 A.M.	4 2 42 42	75 36 39	94 48 7
Winipeg River	49 55 0	„ 5, 8 A.M.	5 3 2 4	84 34 31	94 45 30
Ditto	50 15 0	„ 6, 8 A.M.	6 2 55 52	81 31 54	95 17 19
*Winipeg Lake	50 33 48	*	*	*	96 33 56
Ditto	50 23 0	„ 11, 8 A.M.	11 2 35 26	72 21 2	96 30 25
Upper Fort Garry	49 52 6	„ 16, 8 A.M.	16 2 47 47	74 49 20	96 52 27
Post on boundary line, near Pembina	48 59 12	„ 25, 3 P.M.	25 10 15 1	73 43 58	96 46 13
Prairie	48 52 0	„ 28, 3 P.M.	28 10 39 34	65 34 4	97 17 29
St. Joseph	See separate paper.				
Prairie	49 10 0	July 31, 4½ P.M.	31 11 5 27	56 51 56	98 10 39
Ditto	49 8 0	Aug. 2, 4 P.M.	2 10 3 51	76 28 2	98 33 45
Ditto	49 8 0	„ 3, 5 P.M.	3 11 6 37	56 18 32	98 47 15
Ditto	49 8 0	„ 4, 8 A.M.	4 1 43 38	45 42 32	98 48 24
Ditto	49 0 32	„ 5, 4 P.M.	4 10 31 20	67 37 43	99 1 25
Turtle Mount, E. Flk.	49 0 0	„ 5, 5 P.M.	5 11 46 16	43 6 52	99 16 50
Ditto	49 6 0	„ 7, 5 P.M.	7 11 21 48	50 23 27	99 21 43
Fort Ellice, H.B.C.	See separate paper.				
∝ Saskatchewan elbow of S. branch	See separate paper, pp. 52, 53, 54.				
Qui'Appele Lakes, 12 miles S. of	50 20 0	Sept. 13, 3 P.M.	13 10 26 33	49 31 28	103 45 45
Saskatchewan, S. branch of	50 52 48	„ 27, 3 P.M.	27 11 32 31	25 19 17	107 41 7
Red Deer Lakes, 6 miles N. of	51 20 0	Oct. 3, 9 A.M.	3 3 43 15	20 27 9	107 32 15
Prairie	51 40 0	„ 4, 9 A.M.	4 4 44 59	26 43 30	107 37 51
Ditto	52 5 0	„ 5, 2 P.M.	5 9 28 40	24 18 40	107 21 0
Ditto	52 12 0	„ 6, 2 P.M.	6 9 43 4	22 11 31	106 51 0
1858.					
Eagle Hills	52 18 0	June 21, 7 A.M.	21 2 9 22	26 52 32	107 28 15
Ditto, 3 miles S. of Lizard Lake		„ 21, 4 P.M.	21 11 30 33·5	33 23 19	107 28 16
Eagle Hills, at Stoney Lake	52 14 0	„ 22, 3 P.M.	22 9 46 39	48 40 29	107 35 4
Prairie	52 14 0	„ 23, 9 A.M.	23 3 15 19·4	42 22 11	108 11 33
Ditto	52 16 0	„ 24, 7 A.M.	24 2 8 16·4	25 39 17	108 27 27
Ditto	52 21 0	„ 25, 7 A.M.	25 2 30 14·6	29 7 5	108 44 25
Wiquatinow, Valley of	52 28 39	„ 26, 8 A.M.	26 3 49 47	40 54 2	108 51 39
Ditto ditto	52 28 39	„ 27, 8 A.M.	27 3 50 43	41 1 6	108 52 36
Prairie	52 30 0	July 2, 4 P.M.	2 11 20 15	35 53 22	109 2 30
∝ Ditto	52 34 25	„ 4, 8 A.M.	4 3 28 5	36 46 25	109 23 45
Ditto	52 36 0	„ 8, 7 A.M.	8 2 32 13·5	27 27 4	110 23 45
Battle River, 1st crossing of	52 35 39	„ 7, 9 A.M.	7 4 12 44·7	42 9 5	110 50 7
Ditto 2d crossing of	52 28 23	„ 10, 7 A.M.	10 2 55 48·6	30 4 31	111 29 45
∝ Dried Mount Camp	52 24 29	„ 14, 4 P.M.	14 11 47 15·6	32 59 22	112 14 35

* This observation was accidentally cleaned from slate, leaving however the result as tabulated.

+ These three observations marked thus, may be a little too far to the west, as an examination of chronometer rate, on arrival at Carlton, showed it to have changed.

∝ Indicates lunar distances observed.

N.B. Frequent examinations of chronometer rate, since the date of the last tabulated longitude, showed us that the rate was unsteady. All longitudes that are determined since that, are the results of lunar distances. The longitude of Carlton is the result of the accompanying distances, observed while we remained there.

LATITUDES BY OBSERVATION.

Locality.	Date.	Observed Mean Altitude, Corrected for Index Error.	Longitude by Observation or by Account.	Latitude.
	1857.	⊙ ° ′ ″	W. ° ′ ″	N. ° ′ ″
Fort William, H. B. C.	June 13	129 11 16	89 24 50	48 24 5
Dog Lake (S. shore)	„ 22	128 51 27	89 45 0	48 46 11
Prairie Portage	„ 24	128 27 37	89 45 0	48 56 16
Fort Frances, H. B. C.	July 1	128 28 41	93 33 33	48 36 15
La Pluie River	„ 2	128 29 21	93 50 0	48 47 18
Lac de Bois	„ 4	126 4 53	94 48 0	49 33 45
Winipeg River	„ 6	124 6 1	95 20 0	50 21 38
Lake Winipeg	„ 10	122 45 51	96 33 56	50 33 46
Upper Fort Garry	„ 16	123 19 28	96 52 27	49 52 6
Prairie	„ 22	120 56 52	97 0 0	49 28 43
Post on Boundary Line near Pembina	„ 25	120 40 22	96 46 13	48 59 12
Prairie	Aug. 1	117 4 14	97 56 0	49 6 53
Ditto	„ 2	116 33 54	98 20 0	49 7 47
Ditto	„ 4	115 36 50	98 50 0	49 4 40
St. Joseph	—	See separate paper.		
Turtle Mount, E. Falkland	„ 5	115 12 27	99 16 50	49 0 32
Ditto	„ 7	113 54 47	99 21 43	49 6 2
Prairie	„ 12	109 59 37	100 5 0	49 36 3
Ditto	„ 14	107 49 17	101 10 0	50 4 20
∝ Fort Ellice, H. B. C.	„ 17	105 15 0	101 48 0	50 24 32
Ditto	„ 21	102 37 40	101 48 0	50 24 24
Prairie	Sept. 11	87 28 35	102 10 0	50 23 40
Ditto	„ 18	81 58 55	106 0 0	50 26 26
Ditto	„ 19	81 9 45	106 50 0	50 27 59
Ditto	„ 20	79 50 55	107 10 0	50 44 45
∝ Saskatchewan, Elbow of S. Branch	„ 22	77 42 7	107 37 30	51 1 24
Saskatchewan, S. Branch of	„ 27	74 5 7	107 41 7	50 52 48
Red Deer Lakes, six miles N. of	Oct. 3	68 23 47	107 32 0	51 23 45
Prairie	„ 4	66 54 27	107 32 0	51 45 16
Ditto	„ 5	65 32 27	107 0 0	52 3 7
Ditto	„ 7	63 3 27	106 30 0	52 31 40
∝ *Fort Carlton, H. B. C.	—	See separate paper, pp. 50, 54, 57.		
Jack Fish Lake	„ 23	50 56 37	108 10 0	53 2 6
	1858.			
Eagle Hills	June 21	121 48 35	107 28 15	52 17 59
Prairie	„ 23	121 53 35	108 11 33	52 14 37
Wiquatinow, Valley of	„ 26	121 16 45	108 52 10	52 28 39
∝ Sand Hills	July 4	120 5 20	109 22 0	52 34 25
Battle River, 1st crossing of	„ 8	119 14 30	110 50 7	52 35 39
Ditto 2d do	„ 10	118 59 45	111 29 45	52 28 23
∝ *Dried Meat Camp	„ 14	118 0 5	112 18 45	52 24 29
Bull Lake, 3 miles S.E. of	„ 18	116 42 55	112 34 0	52 23 24
Dead Man's Creek	„ 20	116 6 45	113 3 0	52 19 25
Nick Hills	„ 23	115 8 45	113 40 0	52 12 52
Camp	„ 24	115 18 0	114 0 0	51 55 43
∝ *Câche Camp, Edge of the Woods	„ 26	114 31 40	114 10 15	51 52 52
Prairie	Aug. 1	112 47 55	113 55 0	51 19 12
∝ Slaughter Camp	„ 2	112 14 5	113 50 0	51 20 47
Bow River, 1st crossing of	„ 4	112 3 55	113 50 0	50 54 46
Most N. Tributary of Belly River, 1st crossing of	„ 6	112 34 30	113 45 0	50 6 23
Tributary of Belly River, 1st crossing of	„ 7	113 9 5	113 53 0	49 32 31
Chief's Mountain, 6 miles N. of	„ 8	113 29 35	113 50 0	49 5 6
Tributary of Belly River, 2d crossing	„ 10	111 22 25	113 58 0	49 33 50
*Woods	„ 13	106 56 25	114 20 0	50 52 49
∝ *Old Bow Fort, Site of	„ 15	105 10 20	115 4 30†	51 8 46
Kananaski's Pass in Rocky Mountains	„ 19	103 5 25	115 12 0	50 54 17
Ditto	„ 20	102 44 25	115 12 0	50 45 3
Ditto	„ 21	102 20 35	115 21 0	50 37 1
Ditto	„ 22	101 38 45	115 21 0	50 37 49
Ditto	„ 23	100 55 55	115 27 0	50 38 55
Ditto	—	—	—	—
Tributary of Kootanie River	„ 24	100 32 15	115 30 0	50 30 14
Forks, Kootanie River	„ 26	99 14 50	115 43 0	50 27 21
Kootanie River	„ 27	98 48 40	115 40 0	50 19 24
Ditto	„ 28	98 24 40	115 42 45	50 10 13
Ditto	„ 29	98 0 0	115 33 0	50 1 14
Tobacco Plain, commencement of	„ 30	96 54 25	115 33 0	49 42 41

† See pp. 60 and 62.

LATITUDES—*continued.*

Locality.	Date.	Observed Mean Altitude, Corrected for Index Error.	Longitude by Observation or by Account.	Latitude.
	1858.	⊙ ° ′ ″	W. ° ′ ″	N. ° ′ ″
∝ Stray Camp	Sept. 2	95 12 55	115 27 0	49 58 15
British Kootanie Pass, W. end of	„ 6	93 49 5	115 22 0	49 11 21
Ditto Height of Land	„ 7	92 47 25	114 58 0	49 19 44
British Kootanie Pass, E. end of	„ 9	90 52 15	114 30 0	49 32 3
Middle Tributary of Belly River, coming from Crow Lodge	„ 10	89 44 25	114 25 0	49 47 0
Most N. Tributary of Belly River, 2d crossing of	„ 11	88 0 40	114 21 0	50 12 16
High Wood River, 4 miles N. of	„ 12	86 28 30	114 18 0	50 35 29
Bow River, 7 miles S. of	„ 13	84 59 0	114 10 0	50 57 16
*Red Deer River	„	Observation of Polaris	114 13 0	52 4 45
Battle River, 3d crossing of	„ 18	77 42 25	114 0 0	52 39 44
∝*Fort Edmonton	„ 22	72 52 40	- - -	53 31 43
Ditto	„ 24	71 18 41	- - -	53 31 44
Ditto		Red. to Mer.	- - -	53 32 11
Ditto		Red. to Mer.	- - -	53 31 59
Ditto		Mer. Alt. of Moon.	- - -	53 32 13

* Indicates Latitude obtained by other methods.
∝ „ Lunar Distances observed.
N.B.—The Longitude of Edmonton is omitted as a series of Lunar Distances are being taken for that purpose.

FORT CARLTON.—Lat. 52° 52′ 30″ N.

1857. December 22d, at 5H. 30M. P.M., (M. T. at place nearly), the following distance was taken between Jupiter and Moon's F. L. (Jupiter E. of Moon). Index Error + 5′ 0″. Error of Chronometer on M. T. at place 6H. 57M. 21s. fast. Approx. Error on G. M. T. 10M. slow.
Mean of 5 sights.

	D. H. M. S.		° ′ ″
Mean of Chron. Times	22 12 23 33·1	Mean of dists.	50 46 53
Error on M. T.	— 6 57 21·0	Index Error	+ 5 0
	22 5 26 12·1		50 51 53

To compute True and Approximate Alt. of ✳ *s′* and *s*.

M. ⊙'s R.A.	R.A. of Jup.	Cor.	Cor.	Jup. N.P.D.	½ M. Dist.	In Arc.
H. M. S.	H. M. S.	S.	″	° ′ ″	H. M. S.	
18 3 57·27	2 16 48·48	7·06	16·9	12 25 44	18 6 0·6	1 22 15·5
1 58·28	3·75	1.76	12·5	9	5 26 13·1	60
5·09	2 16 44·73	12·5	84·5	12 25 35	23 32 13·7	82 15 30
18 6 0·64		3·75	202·8	77 34 25	2 16 44·7	20 33 52
			211·25		21 15 29	
			8·6		2 44 30·9	

$$\text{Sin. } \theta = \sqrt{\text{sin. } l' \text{ . sin. } p \text{ . cos.}^2 \frac{H}{2}}$$

$$\text{Sin. } \frac{z}{2} = \sqrt{\text{sin.} \left(\frac{l'+p}{2} + \theta \right) \text{ . sin.} \left(\frac{l'+p}{2} - \theta \right)}$$

$\frac{H}{2}$ . . . . 2 cos.	20 33 52	= 19·942810.
p . . . . . sin.	77 34 25	= 9·989702
l' . . . . . sin.	37 7 30	= 9·780717
	57 20 55	19·713229
θ . . . . . sin.	45 27 22	9·856614
sin.	103 18 17	= 9·988185
sin.	11 23 33	= 9·295630
		19·283815
sin.	26 0 15	9·641907
	2	
	52 0 30	
s' . . . . . +	37 59 30	
Ref. +	1 13	
s	38 0 43	

To compute True and Approximate Altitude of ☽ m' and m.

½ M. Dist.	In Arc.	☽'s R. A.	Cor.	Cor.	☽'s N. P. D.
H. M. S.		H. M. S.			° ′ ″
23 8 36·23	0 11 48·6	23 7 37·55	116·6	153·15	6 9 49s.
0 23 37·51	60	58·3	29·14	·3	7 39
0 11 48·59	11 48 36	23 8 36·23	·5	459·45	6 2 10
	2 57 9		58·30	7·39	96 2 10

By Formulæ (1) and (2).

	° ′ ″	
2 cos.	2 57 9	= 19·998848
sin.	96 2 10	= 9·997586
sin.	37 7 30	= 9·780717
	66 34 50	19·777151
sin.	50 41 15	9·888575
sin.	117 16 5	= 9·948840
sin.	15 53 35	= 9·437501
		19·386341
sin.	29 33 43	9·693170
	2	
	59 7 26	
m'	30 52 34	

☽' S. D.	Cor.	Cor.	☽'s H. Px.	Px. Alt. = H. Px. Cos. App. Alt.	
				Px. nearly.	T. Px.
′ ″	″	″	′ ″		
15 34·7	+·6	21·9	57 2.4	3416 = 3·533518	3416 = 3·533518
·3	·5	·5	·9	Cos. m' = 9·933671	Cos. m'' = 9·937238
15 35·0	3·0	1095	57 3·3	2932 = 3·467189	2956 3·470756
Aug. 7·7			Red. 7·0		
·3		·9			49·16
15 42·7			56 56·3		

	° ′ ″		° ′ ″
m' =	30 52 34	d =	50 51 53
Px. —	49 16	☽'s S. D.—	15 43
	30 3 18		50 36 10
Ref . . +	1 35		
	30 4 53		

Rejecting seconds :—

$d = 50\ 36\ 0$ ∴ 10″ is to be added to D = T. Cent. Dist.
$s = 38\ 0\ 0$ } Alts. to be used in Computation.
$m = 30\ 4\ 0$ }

$$\text{Cos. } \theta = \sqrt{\text{sec. } m \text{ . sec. } s \text{ . cos. } x \text{ . cos. } (x - d) \text{ . cos. } m' \text{ . cos. } s'}$$

$$\text{Sin. } \frac{D}{2} = \sqrt{\text{sin. } \left(\frac{m' + s'}{2} + \theta\right) \text{ . sin. } \left(\frac{m' + s'}{2} - \theta\right)}$$

	°	′	″	
$d =$	50	36	0	
$s =$	38	0	0	sec. = ·103468
$m =$	30	4	0	sec. = ·062762
	118	40	0	
	59	20	0	cos. = 9·707606
	8	44	0	cos. = 9·994935
$s' =$	37	58	47	cos. = 9·896652
$m' =$	30	51	41	cos. = 9·933696
	34	25	14	19·699119
	44	59	24	cos. 9·849559
	79	24	38	sin. = 9·992540
	10	34	10	sin. = 9·263463
				19·256003
	25	7	38	sin. 9·628001
			2	
	50	15	16	
		+	10	
	50	15	26	
N. A. Dist. at 12h.	50	32	12	P. L. = ·2638
		16	46	P. L. = 1·0368
T. G. M. T.	12	30	47	·7670
T. M. T. at P.	5	26	13	
Longitude	7	4	34	W
	60			
	4)424	34	0	
Longitude	106	8	30	W

Elbow South Branch, Saskatchewan.—Lat. 51° 1′ 26″ N.

1857. September 22d at 4h. 15m. p.m. (M.T. at Place nearly) the following Distance was observed between Sun and Moon. Error of Chronometer on M. T. at Place, 7h. 16m. 50s. fast. Index Error + 4′ 17″. Approximate Error on G.M.T. 10m. fast.

	D.	H.	M.	S.		°	′	″
Mean of Chronometer Times -	22	11	35	51·7	Mean of Dists.	52	29	4
Error - - - - -	—	7	16	50	Index Error	+	4	17
T M.T. at Place - - -	22	4	19	1·7		52	33	21

⊙'s N.P.D.	Cor.	Cor.	Eq. of T.	½ App. Hr L.	In Arc.	½ (l + p.)
° ′ ″	″	″	M. S.	H. M. S.	H. M. S.	° ′ ″
0 14 11·3 N.	58·53	·864	4 19 1·7	4 19 1·7	2 13 16·52	89 56 56
11 7·2	11·4	11·4			60	38 58 34
0 3 4·1	23412	3456	7 21 5		133 16 31	128 55 30
89 56 56	64383	9504	9 85			
	667·42	9·8496	7 31 35		33 19 7·8	64 27 45
	11·7·2					

$$\text{Sin. } \theta = \surd \text{ sin. } l' \text{ . sin. } p \text{ . cos. } 2\frac{H}{2}$$

$$\text{Sin. } \frac{z}{2} = \surd \text{ sin. } \left(\frac{l' + p}{2} + \theta\right) \text{. sin. } \left(\frac{l' + p}{2} - \theta\right)$$

$\frac{H}{2}$ . . .	2 cos.	33 19 8	= 19·844028
l' . . .	sin.	38 58 34	= 9·798588
p . . .	sin.	89 56 56	= 9·000000
	sin.	64 27 45	19·642616
	sin.	41 30 18	9·821308
	sin.	105 58 3	= 9·982913
	sin.	22 57 27	= 9·591118
			19·574031
	sin.	37 45 40	9·787015
		2	
		75 31 20	
s . . .		14 28 40	
		+ 3 29	
s . . .		14 32 9	

To compute True and Approximate Altitude of ☽, m' and m.

R. A. of M. ☉.	☽'s R. A.	Cor.	Cor.	☽'s N. P. D.	½ Hr. L.	In Arc.
H. M. S.	H. M. S.		″		H. M. S.	
12 5 10·65	15 15 26·19	121·8	92·01	22 36 20 s.	12 7 2·35	0 34 58·63
1 48·42	40·6	40·6	2	3 4	4 19 1·7	60
3·28						
15 16 6·79	15 16 6·79		18402	22 39 24	16 26 4·05	34 58 38
			3·4	112 39 24	15 16 6·79	8 44 40
					1 9 57·26	

By Formulæ (1) and (2).

2 cos.	° ′ ″ 8 44 40	=	19·989846
sin.	112 39 24	=	9·965122
sin.	38 58 34	=	9·798588
	75 48 59		19·753556
sin.	48 50 59		9·876778
sin.	124 39 58		9·915126
sin.	26 58 0		9·656551
			19·571677
sin.	37 38 28		9·785838
	2		
	75 16 56		
	14 43 4		

☽'s S.D.	Cor.	Cor.	☽'s H. Px.	Px. in A. = H. Px. in Cos. App. Alt.	
				Px. nearly.	
′ ″ 14 47·5	— ″ ·7	— ″ 2·7	′ ″ 54 9·6	3240 = 3·510545	3240 = 3·510545
·6	11·4	11·4	2·5	cos. m' = 9·985514	cos. = 9·987186
14 46·9	798	108	54 7·1	3134 3·496059	3146 3·497731
Aug. 3·6	·6	297	Red. 6·7		
14 50·5		3078	54 0·4		
		2·5			

	°	′	″
m' =	14	43	4
Px. −		52	26
	13	50	38
Ref. +		3	38
m =	13	54	16

	°	′	″
d =	52	33	21
☽'s S. D. +		14	50
☉'s S. D. +		15	59
	53	4	10

Rejecting seconds :—

	°	′	′	″	
d =	53	4	0		∴ 10 is to be added to D = T. Cent. Dist.
s =	14	32	0	}	Alts. used in Computation.
m =	13	54	0	}	

3. . . . . $\sqrt{\sec. m \cdot \sec. s \cdot \cos. x \cdot \cos.(x - d) \cdot \cos. m' \cdot \cos. s'} = \cos. \theta$

x being $\frac{1}{2}(m+s+d)$.

4. . . . . $\sqrt{\sin.\left(\frac{m'+s'}{2}+\theta\right) \cdot \sin.\left(\frac{m+s'}{2}\sim\theta\right)} = \sin.\frac{D}{2}$

d =	53	4	0		
s =	14	32	0	sec. =	·014124
m =	13	54	0	sec. =	·012908
	81	30	0		
	40	45	0	cos. =	9·879420
	12	19	0	cos. =	9·989887
	14	28	31	cos. =	9·985991
	14	42	48	cos. =	9·985525
	14	35	39		19·867855
	30	45	36	cos.	9·933927
	45	24	15	sin. =	9·852527
	16	12	57	sin. =	9·446002
					19·298529
	26	28	57	sin.	9·649264
			2		
	52	57	54		
		+	10		
	52	58	4		
N. A. Dist. 12 H.	53	11	50	P. L.	3450
		13	46	P. L.	1·1164
		30	28		7714
T.G.M.T.	11	29	32		
T.M.T. at P.	4	19	2		
Longitude	7	10	30	W.	
	60				
	4)430	30	0		
Longitude	107	37	30	W.	

FORT CARLTON.—Lat. 52° 52′ 30″ N.

1858. May 19th, at 1H. 10M. P.M. (M. T. at Place nearly) the following Lunar was taken (Sun W. of Moon). —Index Error +3′ 30″. Error of Chronometer on M.T. at Place, 6H. 40M. 5S. fast, and Approximate Error, on M. T. 12M. slow.

(Mean of 10 sights.)

	D.	H.	M.	S.
Mean of Chronometer Time - -	19	7	48	33·9
Error - - -	—	6	40	5·0
T. M. T. at P. - - -	19	1	8	28·9

	°	′	″
Mean of Dists. -	89	3	32
Index Error -	+	3	30
	89	7	2

To compute True and Approximate Altitude of ⊙, s' and s :—

⊙'s N. P. D.	Cor.	Cor.	Eq. of T.	⊙'s ½ App. Hr. L.	In Arc.	½ sum $(l'+p)$.
° ′ ″	″	s.	M. s.	H. M. s.	H. M. s.	° ′ ″
19 46 9·9N	31·77	·118	3 48·67	1 8 28·9	0 36 8·3	70 9 36
4 14·2	8	8	·99	3 47·7	60	37 7 30
19 50 24·1	254·16	·994	3 47·73	1 12 16·6	36 8 18	107 17 6
70 9 35·9	4 14·2			0 36 8·3	9 2 4	53 38 33

$$\text{Sin. } \theta = \sqrt{\text{sin. } l' \text{ . sin. } p \text{ . cos.}^2 \frac{H}{2}}$$

$$\text{Sin. } \frac{z}{2} = \sqrt{\text{sin. } \left(\frac{l'+p}{2} + \theta\right) \text{ . sin. } \left(\frac{l'+p}{2} \sim \theta\right)}$$

	° ′ ″	
$\frac{H}{2}$ . . . . . 2 cos.	9 2 4	= 19·989160
p . . . . . sin.	70 9 36	= 9·973425
l' . . . . . sin.	37 7 30	= 9·780717
	53 38 33	19·743302
sin.	48 5 5	9·871651
sin.	101 43 38	= 9·990839
sin.	5 33 28	= 8·986096
		18·976935
sin.	17 56 6	9·488467
	2	
	35 52 12	
s'	54 7 48	
R and Px.	+ 36	
s	54 8 24	

To compute True and Approximate Altitude of ☽, m' and m :—

M. ⊙'s R. A.	☽'s R. A.	Cor.	Cor.	☽'s N. P. D.	½ M. Dist.	In Arc.	½ $(l'+p)$.
H. M. s.	H. M. s.	″	″	° ′ ″	° ′ ″	° ′ ″	° ′ ″
3 47 27·53	10 0 5·06	125·95	143	13 51 36·9	3 48 48·35		76 10 46
1 18·85	25·08	2·9		2 23	1 8 28·9	2 31 36·4	37 7 30
1·97	10 0 30·01	12	2·23	13 49 13·9	4 57 17·2	60	113 18 16
3 48 48·35		25·08		76 10 46	10 0 30·1	151 36 26	56 39 8
					5 3 12·9	37 54 6	

By Formulæ (1) and (2) :—

	° ′ ″	
$\frac{H}{2}$ . . . . . 2 cos.	37 54 6	= 19·794228
l' . . . . . sin.	37 7 30	= 9·780717
p . . . . . sin.	76 10 46	= 9·987240
	56 39 8	19·562185
sin.	37 9 41	9·781092
sin.	93 48 49	= 9·999037
sin.	19 29 27	= 9·523298
		19·522335
sin.	35 14 20	9·791167
	2	
	70 28 40	
m'	19 31 20	

☽'s S. D.	Cor.	Cor.	☽'s H. Px.	Px. in A. = H. Px. Cos. App. Alt.	
				Px. nearly.	T. Px.
′ ″	″	″	′ ″	3469 = 3·540204	3469 = 3·540204
15 53·7	−6·6	−24·2	58 12·1	cos. m' = 9·974302	cos. m'' = 9·976702
4·5	8·2	2·0	16·4	3·514506	3288 3·516906
15 49·2	132	8·2	57 55·7		
Aug. 5·0	528	16·4	7·0		
15 54·2	54·12		57 48·7		
	4·5				

	° ′ ″
m' =	19 31 20
Ref.	+ 2 40
	19 34 0
Px.	− 54 48
	18 39 12

	° ′ ″
	89 7 2
⊙'s S. D.	+ 15 50
☽'s S. D.	+ 15 54
	89 38 46

Rejecting seconds :—

	° ′ ″	
d =	89 39 0	∴ 14″ is to be subtracted from D = T. Cent. Dist.
s =	54 8 0	} Alts. used in Computation.
m =	18 39 0	

3. . . . . $\cos.\frac{\theta}{2} = \sqrt{\sec. s \,.\, \sec. m \,.\, \cos. x \,.\, \cos.(x-d) \,.\, \cos. m' \,.\, \cos. s'}$

x being $\frac{1}{2}(s+m+d)$

$$\text{Sin.}\,\frac{D}{2} = \sqrt{\sin.\left(\frac{m'+s'}{2}+\theta\right) \,.\, \sin.\left(\frac{m'+s'}{2}-\theta\right)}$$

	° ′ ″	
d =	89 39 0	
s =	54 8 0	sec. = ·232176
m =	18 39 0	sec. = ·023426
	162 26 0	
	81 13 0	cos. = 9·183834
	8 26 0	cos. = 9·995278
	54 7 24	cos. = 9·767930
	19 31 8	cos. = 9·974296
	36 49 16	19·176940
	67 11 24	cos. 9·588470
	104 0 40	sin. = 9·986884
	30 22 8	sin. = 9·703777
		19·690661
	44 27 25	sin. 9·845330
	2	
	88 54 50	
	− 14	
	88 54 36	
N. A. Dist. 9H.	89 18 32	P. L. 2845
	23 56	P. L. 8763
	46 4	5918
T. G. M. T.	8 13 56	
T. M. T. at P.	1 8 59	
Longitude	7 5 27 W.	
	60	
	4)425 27 0	
Longitude	106 21 45 W.	

FORT CARLTON.—Lat. 52° 52′ 30″ N.

1858. May 20th at 2H. 30M. P.M. (M. T. at Place nearly), the following Lunar was taken (Sun W. of Moon) Index Error +1′ 55″. Error of Chron. on M. T. at Place 6H. 39M. 37·3s. Approx. Error on G.M.T. 12M. slow.

(Mean of 9 Sights.)

	D.	H.	M.	S.		°	′	″
Mean of Chronometer Times -	20	9	11	49·6	Mean of Distances	102	5	43
Error - - - -	—	6	39	37·3	Index Error -	+	1	55
T.M.T. at Place - -	20	2	32	12·3		102	7	38

⊙'s N. P. D.	Cor.	Cor.	Eq. of T.	½ App. Hr. L.	In Arc.	½ (l′ + p).
° ′ ″	″	s.	M. s.	H. M. s.	H. M. s.	° ′ ″
19 58 52	30·9	14·0	3 45·84	2 32 12·3	1 17 58·4	69 56 11
4 56·7	9·6	9·6	1·34	3 44·5	60	37 7 30
20 3 49						
69 56 11	1854	840	3 44·5	2 35 56·8	77 58 24·	107 3 41
	2781	1260				
	296·64	1·344	+ to M.T.	1 17 58·4	19 29 36	53 31 50
	4 56·7					

$$\text{Sin. } \theta = \sqrt{\text{sin. } l' \text{ . sin. } p \text{ . cos.}^2 \frac{H}{2}} \quad \ldots\ldots\ldots\ldots (1)$$

$$\text{Sin. } \frac{z}{2} = \sqrt{\text{sin.} \left(\frac{l'+p}{2} + \theta \right) \text{ . sin.} \left(\frac{l'+p}{2} - \theta \right)} \quad \ldots (2)$$

		° ′ ″	
$\frac{H}{2}$	2 cos.	19 29 36	= 19·948730
p	sin.	69 56 11	= 9·972810
l'	sin.	37 7 30	= 9·780717
		53 31 50	19·702257
	sin.	45 13 0	9·851128
	sin.	98 44 50	= 9·994919
	sin.	8 18 50	= 9·160156
			19·155075
	sin.	22 12 40	9·577537
		2	
s'		44 25 20	
		45 34 40	
	R. & P	+ 50	
s		45 35 30	

To compute True and Apparent Altitude of ☽, m', and m.

M. ⊙'s R. A.	☽'s R. A.	Cor.	Cor.	☽'s N. P. D.	½ Hr. L.
H. M. s.	H. M. s.	s.	15·1	° ′ ″	H. M. s.
3 51 24·09	10 50 46·9	117·65	36	7 42 28·3	3 52 58·7
1 28·70	1 10·5	1·96		9 3·6	2 32 12·3
5·91			906		
3 52 58·7	10 51 57·5	36	453	7 33 24·7	6 25 11
		117 6			10 51 47
		558	543·6	82 26 35	
		70·56	9 3·6		4 26 46
		1 10·5			2 13 23

By Formulæ (1) and (2).

	° ′ ″	
$\frac{H}{2}$	2 cos. 33 20 48	= 19·843748
l'	sin. 82 26 35	= 9·996211
p	sin. 37 07 30	= 9·780717
	59 47 2	19·620676
	sin. 40 15 9	9·810338
	sin. 100 2 11	= 9·993303
	sin. 19 31 53	= 9·524166
		19·517469
	sin. 35 0 47	= 9·758734
	2	
	70 1 34	
m' . . .	19 58 26	

☽'s S. D.	Cor.	Cor.	☽'s H. Px.	Px. in A. = H. Px. Cos. App. Alt.	
				Px. nearly.	T. Px.
′ ″	″	″	′ ″		
15 40·7	− 6·2	− 22·6	57 24·4	3419 = 3·533899	3419 = 3·533899
5	9·6	9·6	18·0	Cos. m' = 9·973078	Cos. m'' = 9·975452
15 35·7	372	1356	57 6·4	3·506977	3231 3·509351
Aug. 5·5	558	2034	7·0		
15 41·2	59·52	216·9	56 59·4		53·51
	5	18·0			

	° ′ ″
m' =	19 58 26
R. & P.	− 51 16
m =	19 7 10

	° ′ ″
d =	102 7 38
	+ 15 41
	+ 15 50
	102 39 9

Rejecting Seconds :

d = 102 39 0 ∴ 9″ is to be added to D = T. Cent. Dist.

s = 19 7 0 } Altitudes used in Computation.

m = 45 36 0 }

$$\text{Cos. } \theta = \surd \text{ sec. } s \text{ . sec. } m \text{ . cos. } x \text{ . cos. } (x - d) \text{ . cos. } m' \text{ . cos. } s'.$$

$$\text{Sin. } \frac{D}{2} = \surd \text{ sin. } \left(\frac{m' + s'}{2} + \theta \right) \text{ . sin. } \left(\frac{m' + s'}{2} - \theta \right)$$

	°	′	″		
d =	102	39	0		
s =	19	7	0	sec. =	·024635
m =	45	36	0	sec. =	·155111
	167	22	0		
	83	41	0	cos. =	9·041485
	18	58	0	cos. =	9·975757
	19	58	16	cos. =	9·973066
	45	35	30	cos. =	9·844954
	32	46	48		19·015008
	71	13	55	cos.	9·507504
	104	0	43	sin. =	9·986881
	38	27	5	sin. =	9·793686
					19·780567
	50	57	52	sin.	9·890283
			2		
	101	55	44		
		+	9		
	101	55	53		
N. A. Dist. at 9H. . . .	101	37	2	P. L.	2970
		18	51	P. L.	9800
					6830
T. G. M. T. . . .	9	37	21		
T. M. T. at P. . .	2	32	12		
Longitude	7	5	9 W.		
	60				
	4)425	9	0		
Longitude	106	17	15 W.		

The following are the results of other Lunars taken at Fort Carlton :—

			° ′ ″
1857.	Dec. 27th	Jupiter and Moon	106 10 15 W.
„	„ 28th	„ „	106 13 45
1858.	Jan. 18th	Aldebaran and Moon	Not worked.
„	„ 21st	Sun and Moon	106 19 15
„	Apr. 20th	„ „	106 14 0
„	„ 23rd	„ „	106 18 37
„	May 22nd	„ „	106 17 30
„	„ 18th	„ „	106 15 0
		Mean of Longitudes	106 15 28 W.

N.B.—These Lunars worked at full length, are the greatest and least observed.

	°	′	″	
They are	106	8	30	W.
	106	21	45	
	106	17	15	
		47	30	
Mean	106	15	50	

°	′	″	
106	15	28	W.
106	15	50	W.
	78		
Longitude 106	15	39	W.

OLD BOW FORT, SITE OF THE.—Lat. 51° 9′ 0″ N.
BASE OF ROCKY MOUNTAINS.

1858. August 15th at 3H. 40M. P.M. (M. T. at Place nearly) the following Lunar was observed:—(Sun and Moon) Index Error + 5′ 25″. Error of Chronometer on M. T. at Place, 7H. 29M. 30s. fast. Approximate Error on G. M. T. 15M. slow.
(Mean of 9 sights.)

	D. H. M. S.		° ′ ″
Mean of Chronometer Times - -	15 11 6 13·4	Mean of Distances -	84 4 51
Error - - -	— 7 29 30	Index Error - -	+ 5 25
	15 3 36 43		84 10 16

To compute True and App. Altitude of ⊙
s' and s.

⊙'s N. P. D.	Cor.	Cor.	Eq. of T.	½ M. Dist.	In Arc.	½ (l' + p).	l'
° ′ ″	″	s.	M. s.	H. M. s.	H. M. s.	° ′ ″	
14 5 13·4 N.	47·13	·49	4 17·01	3 36 43·4	1 46 15·9	76 3 39·	90 0 0
8 52·5	11·3	11·3	5·33	4 11·5	60	38 51 0·	51 9 0
13 56 20·9	14139	147	4 11·48	3 32 32	106 15·54	114 54 39·	38 51 0
76 3 39	51843	539		1 46 15·9	26 33·58	57 27 19·	
	532559	5·537	— to M.T.				
	8 52·5						

$$\text{Sin. } \theta = \sqrt{\sin l' . \sin p . \cos^2 \tfrac{H}{2}}$$

$$\text{Sin. } \tfrac{z}{2} = \sqrt{\sin . \left(\tfrac{l'+p}{2} + \theta\right) . \text{ in. } \left(\tfrac{l'+p}{2} - \theta\right)}$$

		° ′ ″	
$\frac{H}{2}$	2 cos.	26 33 58 =	19·903084
p	sin.	76 3 39 =	9·987018
l'	sin.	38 51 0 =	9·797464
		57 27 19	19·687566
θ	sin.	44 15 26	9·843783
	sin.	101 42 45 =	9·968041
	sin.	13 11 53 =	9·358539
			19·326580
	sin.	27 25 25	9·663290
		2	
		54 50 50	
s'		35 9 10	
R. and P. . . .		+ 1 14	
s		35 10 24	

To compute True and App. Altitude of ☽
m' and m.

R. A. of M. ⊙	R.A. of ☽.	Cor.	Cor.	☽'s N. P. D.	½ M. Dist.	In Arc.	½ (l'+p).
H. M. S.	H. M. S.			s. ° ′ ″	H. M. S.	H. M. S.	° ′ ″
9 34 24·62	14 51 23·75	124· 1	98″·7	21 32 58·6	9 36 16·3		
1 48·42	41·2	2·06	2	3 17·4	3 36 43·4	0 49 32·6	111 36 16
3·28						49 32 36	38 51 0
	14 52 4·95	20	197·4	21 36 16	13 12 59·7		
9 36 16·32		41·2			14 52 4 9	12 23 9	150 27 16
			3 17·4	111 36 16			
					1 39 5·2		75 13 38
					0 49 32·6		

By Formulæ (1) and (2).

		° ′ ″	
$\frac{H}{2}$	2 cos.	12 23 9	= 19·979546
p	sin.	111 36 16	= 9·968366
l'	sin.	38 51 0	= 9·797464
		75 13 38	19·745376
	sin.	48 14 15	9·872688
	sin.	123 27 53	9·921284
	sin.	26 59 23	9·656894
			19·578178
	sin.	37 58 28	9·789089
		2	
		75 56 56	
m'		14 3 4	

☽'s S. D.	Cor.	Cor.	☽'s H. Px.	Px. in A.=H. Px. Cos. App. Alt.	
				Px. nearly.	T. Px.
′ ″	″	″	′ ″		
15 6·7	− 4·8	− 17·4	55 19·7	3296 = 3·517987	3296 = 3·517987
4·5	·4	1·5	16·9	Cos. m' = 9·986809	Cor. m'' = 9·988430
15 2·2	11·3	11·3	55 2·8	3197 3·504796	3210 = 3·506417
Aug. 3·7	4·52	45	Red. 6·7	53·17	53·30
15 5·9		165	54 56·1		
		16·95			

	° ′ ″
	14 3 4
R. and P.	− 49 45
m	13 13 19

	° ′ ″
d =	84 10 16
⊙'s S. D. +	15 50
☽'s S. D. +	15 6
	84 41 12

Rejecting seconds :—

	° ′ ″	
d =	84 41 0	∴ 12″ is to be added to D = T. Cent. Dist.
s =	35 10 0	Alts. used in Computation.
m =	13 13 0	

$$\text{Cos. } \theta = \sqrt{\text{sec. } m \,.\, \text{sec. } s \,.\, \cos. x \,.\, (x - d) \,.\, \cos. m' \,.\, \cos. s'}$$

x being $\frac{1}{2}(m+s+d)$

$$\text{Sin. } \frac{D}{2} = \sqrt{\sin.\left(\frac{m'+s'}{2}+\theta\right).\sin.\left(\frac{m'+s}{2}-\theta\right)}$$

	° ′ ″		
d =	84 41 0		
s =	35 10 0	sec. =	·087523
m =	13 13 0	sec. =	·011658
	133 4 0		
	66 32 0	cos. =	9·600118
	18 9 0	cos. =	9·977835
	35 8 46	cos. =	9·912587
	14 2 45	cos. =	9·986818
	24 35 45		19·576539
	52 6 39	cos.	9·788269

	° ′ ″		
	76 42 24	sin. =	9·988205
	27 30 54	sin. =	9·664624
			19·652829
	42 6 27	sin.	9·826414
	2		
	84 12 54		
	+ 12		
	84 13 6		
N. A. Dist. 12H.	84 33 4	P. L.	3306
	19 58	P. L.	9550
	42 45		
			6944
T. G. M. T.	11 17 15		
T. M. T. P.	3 36 43		
Longitude	7 40 32 W.		
	60		
	4)460 32 0		
Longitude	115 8 0 W.		

OLD BOW FORT, SITE OF THE.—Lat. 51° 9′ 0″ N.
BASE OF ROCKY MOUNTAINS.

1858. August 16th, at 4H. 39M. P.M. (M. T. at Place) nearly, the following Distances were observed (Sun and Moon), Index Error + 5′ 25″; Error of Chronometer on M. T. at Place, 7H. 29M. 21s. fast; Approximate Error on G. M. T. 10M. slow.

(Mean of 9 sights).

	D. H. M. S.		° ′ ″
Mean Chronometer Times -	16 12 8 33·0	Mean of Distances	95 33 31
Error - - - - -	— 7 29 21·0	I. Error - -	+ 5 25
T. M. T. at Place - -	16 4 39·12		95 58 56

To compute True and Apparent Altitude of ⊙
s′ and *s*.

⊙'s N. P. D.	Cor.	Cor.	Eq. of T.	½ M. Dist.	In Arc.	½ (*l′* + *p*).
N.						
° ′ ″	″	S.	M. S.	H. M. S.	H. M. S.	° ′ ″
13 46 22·2	47·67	·513	4 5·25	4 39 11·7	2 17 36·4	76 23 24
9 46·3	12·3	13·3	6·3	3 58·9	60	38 51 0
13 36 35·9	14·301	1539	3 58·95	4 35 12·8	137 36 24	115 14 24
76 23 24·1	572·04	6156				
	586·34	6·309	— M. T.	2 17 36·4	34 24 6	57 37 12
	9·46					

		° ′ ″	
$\frac{H}{2}$	2 cos.	34 24 6	= 19·833012
p	sin.	76 23 24	= 9·987630
l'	sin.	38 51 0	= 9·797464
		57 37 12	19·618106
	sin.	40 6 34	9·809053
	sin.	97 43 46	9·996036
	sin.	17 30 38	9·478395
			19·474431
		33 5 41·5	9·737215
		2	
		66 11 23	
′ . . .		23 48 37	
Ref. and Par.		+ 2 1	
s . . .		23 50 38	

To compute True and Apparent Altitude of ☽
m' and m.

M ☉'s R. A.	☽'s R. A.	Cor.	Cor.	☽'s N. P. D.	½ M. Dist.	—	—
H. M. S.	H. M. S.	″	S.	° ′ ″	H. M. S.		
9 38 21·18	15 44 1·01	128·7	7·07	25 6 59·5	9 40 22·9		
1 58·28	44·1	2·1	2·1	2 28·4	4 39 11·7	0 42 35·2	115 9 28
3·44	15 44 45	21	707	25 9 28	14 19 34·6	60	38 51 0
9 40 22·9		21	1414	115 9 28	15 44 45·1	42 35 12	154 0 28
		42	148·4		1 25 10·5	10 38 48	77 0 14
		44·1	2·28		0 42 35·2		

		° ″ ′	
$\frac{H}{2}$	2 cos.	10 38 48	= 19·984918
p	sin.	115 9 28	= 9·956716
l'	sin.	38 51 0	= 9·797464
			19·739098
	sin.	47 46 38	9·869549
		77 0 14	
	sin.	124 46 52	9·914523
	sin.	29 13 36	9·688656
			19·603179
	sin.	39 17 30	9·801589
		2	
		78 35 0	
m'		11 25 0	

☽'s S. D.	Cor.	Cor.	☽'s H. Px.	Px. in A. = H. Px. Cos. App. Alt.	
				Px. nearly.	T. Px.
′ ″	″	″	′ ″	″	″
14 54·3	−2·7	−10·1	54 34·6	3267 = 3·514149	3267 = 3·514149
·1			·4	Cos. m' = 9·991321	Cos. m'' = 9·992619
	·2	·9			
14 54·2	·4	·4	54 34·2	3·505470	3211 3·506768
Aug. 2·9			Red. 6·7		
	·08	·36			53·31
14 57·1			54 27·5		

	° ′ ″
m' =	11 25 0
Px.	− 53 31
	10 31 29
Ref.	+ 4 37
	10 36 6

	° ′ ″
d =	95 38 56
⊙'s S. D.	+ 15 50
☽'s S. D.	+ 14 57
	96 9 43

Rejecting seconds—

	° ′ ″	
d =	96 10	0 ∴ 17″ is to be subtracted from D = T. Cent. Dist.
s =	23 50	0 } Alts. used in Computation.
m =	10 36	0 }

Cos. $\theta = \surd$ sec. m . sec. s . cos. x . cos. $(x-d)$. cos. m . cos. s'.

Sin. $\frac{D}{2} = \surd$ sin. $\left(\frac{m'+s'}{2} + \theta\right)$. sin. $\left(\frac{m'+s'}{2} - \theta\right)$

Computation.

	° ′ ″		
d =	96 10 0		
m =	10 36 0	sec. =	·007475
s =	23 50 0	sec. =	·038710
	130 36 0		
	65 18 0	cos. =	9·621038
	30 52 0	cos. =	9·933671
	11 24 54	cos. =	9·991323
	23 47 59	cos. =	9·961402
	17 36 26		19·553619
θ =	53 15 45	cos.	9·776809
	70 52 11	sin.	9·975329
	35 39 19	sin.	9·765602
			19·740931
	47 54 38	sin.	9·870465
	2		
	95 49 16		
	− 17		
	95 48 59		
N. A Dist 12H.	95 40 9	P. L.	3383
	8 50	P. L.	1·3091
T. G. M. T.	12 19 15		9708
T. M. T. at P.	4 39 12		
Longitude	7 40 3	W.	
	60		
	4)460 3 0		
Longitude	115 0 45	W.	

	° ′ ″
Result by Lunar of 15th . . .	115 8 0 W.
„ „ 16th . . .	0 45 W.
	8·45
Longitude of Site of Old Bow Fort	115 4 22 W.

JOHN PALLISER, Capt.,
Commanding N.B. America Exploring Expedition.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

EMIGRATION.

RETURN to an Address of the Honourable The House of Commons, dated 12 August 1859 ;—*for*,

"COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the NORTH AMERICAN COLONIES (in continuation of Parliamentary Paper, No. 165 of Session 1858)."

Colonial Office,
12 August 1859.

C. FORTESCUE.

(*Mr. Chichester Fortescue.*)

Ordered, by The House of Commons, *to be Printed*,
13 *August* 1859.

COPIES or EXTRACTS of Despatches relative to Emigration to the North American Colonies (in continuation of Parliamentary Paper, No. 165, of Session 1858).

CANADA.

CANADA.

(No. 14.)

Copy of DESPATCH from Governor-General the Right Honourable Sir *Edmund Head*, Bart., to the Right Honourable Sir *E. B. Lytton*, Bart.

Government House, Toronto, 26 January 1859.

Sir, (Received 15 February 1859.)

Enclosure 1.
Enclosure 2.

I have the honour to transmit herewith the Annual Report and Appendix of the Chief Emigration Agent at Quebec for the year 1858.

I have, &c.

The Right Honourable (signed) *Edmund Head.*
Sir Edward Bulwer Lytton, Bart.

Enclosure 1.

EMIGRATION REPORT, 1858.

To His Excellency the Right Honourable Sir *Edmund Walker Head*,
Governor-General, &c. &c. &c.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada,
Quebec, 31 December 1858.

Sir,

I have the honour to submit to your Excellency, for the information of Her Majesty's Government, my Report on the Immigration to the Province during the year 1858.

On a reference to Table No. 1 in the Appendix, which furnishes the usual return of the season's emigration, it will be seen that the number of persons embarked for this port during the season was as follows:

	CABIN.	STEERAGE.	
Males: adults	901	4,442	
Females „	522	3,477	
Children under 12 years	203	2,707	
Children under 1 year	40	512	
	1,696	11,138	12,834
Births on the passage			15
Total			12,849
Deaths at sea		22	
Deaths in Quarantine		17	
			39
Total Number Landed			12,810

From this Table it will further be seen that the number of vessels engaged in the conveyance of emigrants from Europe was 154, having a tonnage capacity of 101,737 tons, and navigated by 4,211 seamen; 138 of these vessels were of the ordinary class of sailing ships; these had an average passage of 40 days. The remaining

remaining 16 were steam ships, which made an average passage of a little over 12 days. Of the 138 sailing ships, 116 were from ports in the United Kingdom; 59 of which came within the regulations of the Passenger Act, and 73 were exempt. The former brought out 6,018, and the latter 608 passengers. The foreign emigration employed 22 ships, which brought out 3,581 passengers.

Of the whole emigration from Europe there arrived by—

	CABIN.	STEERAGE.
16 steam ships - - - - - - -	1,478	1,912
138 sailing vessels - - - - - -	102	9,104
	1,580	11,016

The emigration has been very healthy; the average mortality among the steerage emigrants from Europe has been a little more than the third of one per cent.

The following is a comparative statement of the arrivals from each country in 1857 and 1858:—

	1857.		1858.	
	CABIN.	STEERAGE.	CABIN.	STEERAGE.
England - - - - - - -	1,647	13,824	1,436	5,005
Ireland - - - - - - -	1	2,015	106	1,047
Scotland - - - - - - -	188	3,030	38	1,386
Germany - - - - - - -	4	4,957	- -	922
Norway - - - - - - -	- -	6,407	- -	2,656
Lower Provinces - - - - -	- -	24	116	98
	1,840	30,257	1,696	11,114

showing a decrease in the emigration of 1858 of 19,287 souls.

Distinguishing the nationality or origin of the immigrants of the two seasons they will appear as follows:

	1857.	1858.	DECREASE.
English - - - -	9,451	3,186	6,265
Irish - - - -	4,465	1,740	2,725
Scotch - - - -	4,736	2,202	2,534
Foreign - - - -	11,554	3,888	7,666
Canadian - - - -	51	98	—

Table No. 2 of the Appendix presents a comparison of the passengers from each port and country during the seasons of 1857 and 1858.

Table No. 3 presents the usual hospital returns, showing the number of patients admitted for medical relief, with the results: At the Quarantine Station, between the 1st of May and its close on the 31st October; at the Marine and Emigrant Hospital in this city, and at the General Hospital, Montreal, between the 1st of May and the 31st December. From this return it will be seen that the total number of cases treated in the several institutions was 298, and the deaths 24.

Table No. 4 furnishes a return of the adult male immigration, distinguishing

 trades

CANADA.

trades and callings, whether of British or foreign origin. The total number of males embarked was 4,442, who were classed as follows, viz.:—

	Total.	British.	Foreign.
Farmers - - - -	1,651	867	784
Labourers - - -	1,593	1,165	428
Mechanics - - -	932	787	145
Clerks - - - -	192	192	—
Servants - - - -	74	74	—
	4,442	3,085	1,357

Table No. 5 presents a comparative statement of the number of emigrants landed at this port since the year 1829 to the present time, a period of 30 years, numbering, in the aggregate, 913,815 souls, affording an average of 30,460 per annum.

Table No. 6 furnishes a return of the number of persons who have been aided in their emigration to this country by private individuals, charitable institutions, or under the sanction of the Poor Law Commissioners. The total number assisted was 353; 44 male adults, 246 females, and 63 children; and the amount paid among them on arrival here was 286*l.* 17*s.* sterling.

The number sent out from England was 118 persons; 49 of whom, 24 boys and 25 girls, were sent out by the London Reformatory Schools; and 15 men, 20 women, and 34 children, were sent out by the parishes.

From Ireland there were 232 persons, viz.: two males, 201 females, and 29 children, from the Poor Law Unions, and a further party of 22 adult females were sent out by the Rev. Mr. Roach, of Wexford.

The single females have been all readily disposed of, chiefly in Western Canada, in the Ottawa District, where their services are eagerly sought for by the farmers. Among the party sent out from the Gorey Union were several widows accompanied by their children, whom it was found extremely difficult to find places for. Few persons are disposed to engage the services of women so incumbered. It is desirable that the attention of all Poor Law Commissioners should be drawn to this fact, so as to check in some degree the emigration of this class, whom it cannot be an object to transfer to this country, where no public provision whatever exists for their support. The condition of such persons is very far from being improved by emigration, and in most cases great distress accompanies the unfortunate family wherever they may be ultimately placed in this country.

In the course of the season complaints were made in two cases of infringement of the Passengers Act, and in both it was found necessary to institute legal proceedings. The first was against the master of the "James Jardine," from Liverpool, for a short issue of provisions. The evidence showed that the provisions in question were served out by measure, and the measures, on being tested in court, were found not to contain the quantities marked on them; the magistrates accordingly imposed a fine of 6*l.* sterling on the master.

In the second case similar charges were made by a portion of the passengers per ship "Charlotte A. Stamber," from Liverpool, and the necessary proceedings having been adopted, the case was fixed for hearing the next day. The master, in the meantime, however, effected a compromise with the complainants, and the action being left unsupported, was necessarily withdrawn. From a consideration of the circumstances generally, I was led to the impression that the complainants had but limited grounds for their charge.

Under the regulations now in force, the passengers by every passenger-ship, on being visited at Grosse Isle by the superintendents there, and at Quebec, by myself or my deputy, are afforded the fullest opportunity of putting forward such complaints as they may entertain against their captain or officers. Questions are in every case put to them with reference to their treatment, and their answers are inserted in the printed forms employed for the purpose, and returned for record to this department. If, after neglecting these opportunities,

tunities, and particularly if after dispersing themselves through the country so that their evidence cannot be tested, immigrants urge complaints of treatment on their passage, I am constrained to consider them as unlikely to have foundation. Such cases not unfrequently occur, and I may particularly instance the "Windsor Forest," whose passengers forwarded to me, by post, some time after dispersing from Quebec, an elaborate complaint of infringement of the Act on the part of the captain, although I had personally received from them, before they left the ship, a declaration that no one had complaints to offer. The power which your Excellency has now conferred on the superintendent at Grosse Isle, to take cognizance of such charges as require prompt visitation, will afford a security against the escape of offending parties, whether of the passengers or crew. I must, in justice to the masters, state that in the cases of complaint made during the past season, the complainants fully exonerated them from all blame, and urged their complaints chiefly to expose the conduct of their brokers and shipping agents at the port of embarkation.

The amendments to the Provincial Passengers Acts passed during the past session, which come into force on the 1st of January 1859, will afford further protection to the immigrant on his arrival here. They impose a uniform duty of one dollar on each passenger landed at this port, without reference to age. This change in the duty will produce an increase in the aggregate of something more than six per cent.

They also afford the foreign immigrant arriving at this port, a summary mode of procedure against the master for any infringement of his passage contract, or violation, during the passage, of the laws of the country from which he may have sailed. This class of our immigrants have been altogether unprotected hitherto, and have had no recourse, except to the ordinary tribunals of the country, which, from the delays incident to the course of proceeding before them, fail to afford justice to aggrieved parties situated as immigrants always are.

Restrictions are imposed by these amendments upon immigrant agents and runners, and upon boarding-house keepers, with the object of guarding the emigrant stranger from misrepresentations of routes of travel, or impositions in charges for lodgings and maintenance. A proper discrimination in the licensing of runners for the transportation lines will ensure a respectable class of persons in this position.

Expenditure.

The total expenditure of the Emigration Department, including a portion of the expenditure of the Quarantine Establishment at Grosse Isle, during the season of 1858, amounts to $ 32,659 80.

	$	c.
For the Quarantine Establishment - -	9,903	35
For the Emigration Establishment - -	22,756	45
	$ 32,659	80

The several heads of expenditure on account of the Quarantine Establishment were as follows, viz:—

	$	c.
Pay of officers and staff - - - - -	8 182	17
Hospital supplies - - - - -	457	13
Hospital furniture, &c. - - - - -	182	39
Cartage - - - - - - -	276	00
Washing - - - - - - -	87	65
Drugs - - - - - - -	105	48
Coffins - - - - - - -	60	00
Boats for use of station - - - - -	136	00
Sundries - - - - - - -	110	98
Printing and stationery - - - - -	119	53
Advance to wintering party - - - -	380	00
	$ 10,137	33
Cr.		
Cash received from shipmasters for carriage of their passengers from Grosse Isle to Quebec -	233	35
	$ 9,903	98

The

CANADA.

The expenditure of the Emigration Department to the 31st December has been as follows, viz.:—

	$ c.	$ c.
Quebec:		
Emigration	4,905 83	
Agency charges	659 56	
Salaries	2,052 78	
		7,618 17
Montreal:		
Emigration	1,487 42	
Agency charges	196 49	
Salaries	1,464 00	
		3,147 91
Ottawa City:		
Emigration	604 99	
Agency charges	214 70	
Salaries	1,620 00	
		2,439 69
Toronto and Kingston:		
Emigration	1,459 45	
Agency charges	545 33	
Salaries	3,940 00	
		5,944 78
Hamilton:		
Emigration	1,471 53	
Agency charges	284 37	
Salaries	1,850 00	
		3,605 90
	$	22,756 45

From this statement it will be seen that the total direct relief extended to destitute immigrants at the usual agencies throughout the province, was:—

	Canada East.	Canada West.	Total.
	$ c.	$ c.	$ c.
For transport and provisions	6,393 25	3,535 97	9,939 22
Office contingencies	856 05	1,044 40	1,900 45
Salaries	3,516 78	7,410 00	10,926 78
Total $	10,766 08	11,990 37	22,766 45

The number of persons assisted at the Quebec Agency was 2,101 souls, equal to 1,586 adults, at an average cost of $3·09 each adult; they were forwarded to

Montreal	726½
Eastern Townships	55
Ottawa	160½
Western Canada	408
United States	236
	1,586

Of the above there were—

English	287½
Irish	734
Scotch	66
Germans	179
Norwegians	319½
	1,586

The

The agent at Montreal reports the number of persons relieved at that Agency 772 souls, equal to 574 adults, at an average cost of $2·32 per adult. Of the number assisted there were—

Male adults	130
Females	336
Children	306
	772 souls.

And they were forwarded to

Western Canada	373
Ottawa	172
United States	29
	574 adults.

Emigrant Duty.

The emigrant duty realised in the course of the season was as follows; viz.,

At Quebec:		$
9,147 adults, at 5 *s.*		9,147
2,904 children, at 3 *s.* 9 *d.*		2,178
Bonds commuted		80
	$	11,405
At Montreal:		
12 adults at 5 *s.*		
3 children at 3 *s.* 9 *d.*		15
Total	$	11,420

Appended hereto are the reports of Mr. Hawke, chief agent of the department connected more particularly with the immigration to Toronto, of Mr. Dixon, agent at Hamilton, and Mr. Clemow, agent at Ottawa, on the results of the season's immigration to the several sections of the province under their more immediate charge, and to which I would respectfully refer your Excellency.

The increased facilities now afforded for internal transportation throughout the province, render it more and more difficult to arrive at an accurate estimation of the ultimate destination of the immigrants received into the country at the several points of entry. With the means at present under the command of the department, it appears impracticable to avoid some confusion in the enumerations made at the several agencies. Mr. Hawke calculates that 14,000 souls of the year's emigration have settled in Canada, and I come to the same conclusion; although by correcting an over-estimate on his part, in the introduction of about 1,700 souls, properly cabin passengers, to Quebec.

The arrivals by way of Quebec were		12,810
Deduct cabin passengers		1,696
Immigrants		11,114
By Portland, by steam ships in winter months, about		500
New York to Lower Canada, about		500
New York and ports in Lake Ontario		1,060
New York and the Niagara suspension bridge		24,800
		38,014
The departures from Quebec to the United States, about	5,300	
Returned to Great Britain	500	
From Hamilton to the Western States	19,875	
		25,675
Remaining in Canada		12,339

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Of which there would appear to have	
Settled in Canada West - - - - - - - - -	11,100
Settled in Canada East - - - - - - - - -	1,240
	12,340

The stimulation afforded to the material advance of all Canada by a large and well conditioned immigration has never been questioned. Its resources may be not always proportionate to its numerical amount, and a large class of our yearly arrivals have but little money left after reaching their new country. But in every season many persons of considerable capital are comprehended among the emigrants to Canada, and a much larger number possess means and money which in the aggregate form an important addition to the general capital of the country adopted by them. The industrious and hardy labourer, even without a trade or following, is never long without employment, to the benefit of the older settlers who furnish him with work, not less than to his own advantage. And although every large immigration must, it seems, include some who are burthensome, from the absence of power or inclination to assist themselves, the province is now of such extent and population as to be enabled, without much difficulty, soon to absorb this class as the others. The charge which it entails on the resources of the province is amply compensated in the general result. It would be difficult, if not impracticable, to ascertain the particular classes of the immigration of 1858, which present the largest proportionate decrease; but even if it may be assumed that the comparatively wealthy immigration has fallen off no more than the labouring classes, there is subject of great regret in the comparison of the immigration of 1858 with that of any previous year since 1839. At Quebec the immigration for 1858 has fallen off from that of 1857 by nearly 60 per cent. At New York a similar comparison shows a deficit of upwards of 58 per cent. Taking the United Kingdom's emigration to the two ports respectively, it will be found that at either port the falling off in 1858 is in the ratio of 56 per cent. At New York the emigration received from the continent of Europe has fallen off 58 per cent. At Quebec the number of the Germans and Norwegians arrived in 1858 is less than in 1857, by upwards of 66 per cent.

There is furnished in these statistics of the year's emigration from the United Kingdom and the continent, to other parts of the world, evidence to the effect that it is not within the province that we are to look for the causes which have so much reduced the arrivals at Quebec. It is true that Canada has suffered a sensible check in its course of material prosperity, and that such a disturbance in the relations of its several internal interests has taken place, as could not under any circumstances have failed to affect the prospects of immigrants dependent on employment of every nature, and particularly of those entitled to be classed as skilled workmen. But Canada has suffered in this respect only in common with the rest of the commercial world, perhaps in a less degree than most other countries; and its prospects as a destination for emigrants of even very moderate resources, have always borne a comparison with those of any part of the United States. All the emigration of the year, whether from the United Kingdom or the continent, has fallen off in a large degree, and the deficit in the arrivals at New York, as before stated, the chief immigration port for the northern half of the American Union, is quite as large, proportionately, as that apparent at Quebec. There is room for assigning the reduced Canadian immigration, for the greatest part at least, to causes affecting the condition and prospects of the classes who furnish it, in their respective countries in Europe, rather than to any falling off in the promises of advantage which the province has been latterly able to offer.

The wealthier classes who may have proposed to emigrate from Europe, have been deterred by a difficulty which must have been experienced throughout the year, in realising property of all kinds, and in rendering it transferable to this continent. All persons having small holdings of landed property, must have been unable to effect sales, except at large sacrifice; and even for the conversion of goods, household furniture, and other small resources, such as are depended on by the humbler ranks, the means must have been every where much reduced. At the same time the wages of the labouring classes in Ireland, particularly,

as

as well as in some parts of Germany, have experienced a considerable augmentation. In England the recruiting for the army tends not less to keep at home the families from whom perhaps their chief support is taken.

The extent of the year's emigration having been so limited, it is satisfactory that it may be reported as having been largely composed of the classes directing themselves to early settlement in land, and possessed of the means of doing so independently. Of the labourers a fair proportion have been of the agricultural ranks, and have generally met with ready employment. The artisans have been less numerous than for some years past; and of those having no trade or calling the number has been fortunately small.

A feature in the season's immigration is the stay within the province of a larger number of German families than hitherto, and also the settlement of a further number of Norwegian families within the Eastern townships of Lower Canada. All are of the working classes, possessing but small resources, but if industrious, as they generally are, hardy and economical, they cannot fail shortly to be independent. The Norwegians have all acquired land from the British American Land Company, and have made considerable progress in settlement, and appear well satisfied with their future prospects.

A larger portion of the people who emigrate from North Germany and Norway is composed of farmers, as distinguished from labourers, than is the case in the emigration from the British Isles; and they more generally seek for land for immediate settlement, than the English or Irish families. Many of the Germans arrived within the year brought out money in considerable sums; and among the Norwegians, numbering about 500 families, there was paid in Quebec on letters of credit more than 10,000 *l.*, independently of the specie brought out with them, which, I am informed, was of considerable amount.

It is highly desirable that means should be found for communicating with the immigrants from the continent of Europe, generally, who pass by way of Quebec, in order that they might be put in possession of the means of judging how far they promote their own interests by engaging through passages to the distant West. The interest of those who now furnish information of America, to Germans and Norwegians at home, engages them in recommending the most distant settlements which the funds of the emigrant can reach; and a similar interest in all the agents of the transportation lines in Canada, operates to carry settlers entirely beyond the province, even if they have remained unfixed in respect to their destination up to their arrival at Quebec.

If the foreign emigrants could be induced to accept information from reliable sources, before they quit Europe, they would be more secure from imposition on their route, and would less frequently meet with disappointments, after having passed, within this province, the most favourable openings which their means and objects could have desired.

There is no doubt that many persons who, having engaged their transportation to the most remote territories of the United States, are allowed neither time nor opportunity for inquiry on their route, would afterwards be glad if they had the means to retrace their steps, and settle permanently within the province, either on the fertile wheat soil of Western Canada, the heavily timbered lands of both banks of the Ottawa, or within the superior grazing districts comprised by the townships south-east of the St. Lawrence. To all these parts of Canada there is easy access; they all now have markets within reach for every description of agricultural produce; and in salubrity they undoubtedly excel a large portion of the far West. Their inhabitants enjoy an independence not exceeded by that of the citizens of the United States, and all their institutions are of the most popular character. There is no domination in religion, and large public provision is made for education without distinction of sect or origin. The public charges are defrayed almost wholly from the revenue arising from Customs duties. Every direct tax is applicable alone to local improvements, in which the payer has a direct interest. In the western part of the province the market price for wild lands has been and continues comparatively high, in the other districts an average price for select lots may be stated at 10 *s.* per acre. Much land may be bought for less than this price, and to actual settlers on new lines of road, opened into unsettled tracts, the Canadian Government still makes free grants of 100 acres to each adult settler.

The anticipations which were formed at the close of 1857 with reference to

CANADA.

the prospects opening for the immigration of 1858 have proved generally correct. The financial condition of the province has deterred the re-commencement of buildings and similar improvements which had been everywhere carried on to so large an extent; and, except at Montreal and its neighbourhood, artisans and mechanics have continued under difficulties in finding employment. Throughout the year, however, agricultural labourers have been nearly everywhere in demand, and in some districts, although not generally, unskilled labourers have been able to obtain fair wages. The very small immigration of the year has been a relief to the country for the time, and will shortly be felt in a more general renewal of the demand for ordinary labour. The moderate prices of agricultural produce permit the steady withdrawal from this class of labourers of such as have laid up some resources for settlement on wild land, to the effect of making room for the unemployed new comer.

In some parts of the province the farmers remain in some embarrassment, the consequence of their extensive purchases of lands, made during the past years of great prosperity. But for the greater part the agriculturists of the country are making great advances in real wealth, and will be necessarily seeking labour for their assistance in the cultivation of their lands. These circumstances concurring, if they should not raise again the rates of labour to their former standard, will relieve the province from ll who are at present unemployed.

The Canadian Mail line of Steamers continues to maintain its high character for speed, safety and comfort. It has, during the year, brought out a largely increased proportion of the immigration, nearly 18 per cent. of the steerage passengers having arrived by their vessels; and there appears reason to anticipate that the arrangements, under which the line will next year make weekly trips, will further add to the proportions carried by them. The rate of passage is necessarily higher, but the difference must be generally made up to those who can afford it, in the saving of time and absence of many of the inconveniences incidental to the sea voyage by sailing vessels. The passages of these steamers compare favourably with those of the British Mail Steamers to New York and Boston.

A line of steamers has been established to connect Galway with Quebec. They made two voyages within the year, and propose to make regular monthly trips next season. They would seem to offer great advantages to emigrants who can conveniently reach the port of departure.

The prospects which Canada holds to some classes of the emigration of 1859 are less encouraging than could be wished for. The condition of the province is materially improved over that existing at the close of 1857, and it may be reasonably expected that each month, particularly after the opening of the summer, will show an increasing improvement in every line of employment. It will, however, be some time before the existing redundancy in mechanics' and artisans' labour can be provided for; and while established workmen are to be had, the newly-arrived will find difficulty in obtaining situations. I am called upon to repeat my warning against the immigration to Canada of all such classes as have no calling or experience in work; such persons can only injure their condition by resorting to a country where, if industry is generally well rewarded, there is no provision for those who are unemployed, whether from choice or misfortune. In Canada, to succeed, it is necessary to possess capital or the means of labour, and those means must comprehend physical ability, supported by industrial habits. The best description of settlers, not possessing money to purchase land and improve it, is the strong and active man, habituated to agricultural pursuits. These, and all others of analogous habits, can readily adapt themselves to some one or other of the descriptions of labour which are most general in Canada. Men, whether labourers or artisans, who have acquired less general knowledge of labour, who have been confined to special employments at home, cannot turn their hands without difficulty to such new and various work as may be open here, nor do they so soon accommodate themselves to the changed circumstances of a new country.

There is at present, throughout the western district of the province, a want of employment in all branches, and even agriculturists acquainted with the country are in many cases unable to earn fair wages. In this the Reports of Mr. Hawke and Mr. Dixon concur. But in the Ottawa district Mr. Clemow's information is to the effect that few or no men of any class are unengaged. If the anticipation

pation of more general activity, which is confidently entertained throughout the country, should be fulfilled on the reappearance of summer, and if the immigration should be of no more than moderate extent, I do not look forward to any great difficulty in our absorbing the usual proportion of the labouring class. Farming men will be generally in demand, and a moderate supply of unskilled labour also may be required. Female servants with some experience will find places readily, but they must be unincumbered by families of children. But no encouragement can be offered to the immigration of superior artisans and mechanics who have not some resources on which to fall back. These classes, dependent on immediate employment, may find themselves greatly distressed should there be further delay in the recommencement of the works which alone can require them.

It is unnecessary for me to recapitulate the advantages that Canada offers to emigrants of means making them independent of employment. The moderate prices of all necessaries of life, and of the particular requisites of the new settler, form an inducement to the occupation and improvement of wild land more than sufficient to counterbalance our former high prices of produce. With the average crops rendered by our climate and soil, I have little doubt that the farmers and settlers of the province are now thriving in a degree quite as great as at any former period.

Submitting this Report to your Excellency's favourable consideration,

I have, &c.
(signed) *A. C. Buchanan*,
Chief Agent.

Enclosure 2.

APPENDIX to EMIGRATION REPORT 1858.

CANADA.

No. 1.

RETURN of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number landed at *Quebec*, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage, and Seamen Employed, and the Average Length of Passage, during the Season of 1858.

WHENCE.	Number of Steamers.	Number of Sail Ships.	Average Days on Passage. Steamers.	Average Days on Passage. Sail Ships.	Tonnage.	Number of Seamen.	NUMBER EMBARKED. Cabin Passengers.	Adults. M.	Adults. F.	Children, 1 to 14 Years. M.	Children, 1 to 14 Years. F.	Infants.	Total Steerage.	BIRTHS. M.	BIRTHS. F.	Total Souls on Board.	DEATHS ON THE PASSAGE. Adults. M.	Adults. F.	Children, 1 to 14 Years. M.	Children, 1 to 14 Years. F.	Infants.	TOTAL.
England	14	69	12	35	64,327	2,822	1,436	2,120	1,486	593	580	231	5,010	5	1	6,452	–	1	4	2	1	8
Ireland	2	26	14	39	13,179	539	106	358	433	125	88	42	1,046	3	–	1,155	–	–	–	1	1	2
Scotland	–	22	–	35	14,363	502	38	568	405	202	159	65	1,399	1	–	1,438	–	1	–	–	1	2
Germany	–	6	–	46	2,591	99	-	319	280	131	146	47	923	2	–	925	–	–	–	–	3	3
Norway	–	16	–	50½	7,277	249	-	1,038	848	350	303	123	2,662	–	3	2,665	1	1	2	3	–	7
New Brunswick, Nova Scotia, &c.	–	–	–	–	-	-	116	39	25	17	13	4	98	–	–	214	–	–	–	–	–	–
TOTAL	154		–	–	101,737	4,211	1,696	4,442	3,477	1,418	1,289	512	11,138	11	4	12,849	1	3	6	6	6	22

WHENCE.	DEATHS IN QUARANTINE. Adults. M.	Adults. F.	Children, 1 to 14 Years. M.	Children, 1 to 14 Years. F.	Infants.	Total.	TOTAL DEATHS.	TOTAL LANDED IN THE COLONY. Adults. M.	Adults. F.	Children, 1 to 14 Years. M.	Children, 1 to 14 Years. F.	Total. M.	Total. F.	Infants.	Total Steerage.	Cabin Passengers.	GRAND TOTAL Landed in the Colony.
England	2	–	–	1	–	3	11	2,118	1,485	589	577	2,707	2,062	236	5,005	1,436	6,441
Ireland	–	–	–	–	–	–	2	358	433	125	87	483	520	41	1,047	106	1,153
Scotland	1	–	3	7	1	12	14	567	404	199	152	766	556	64	1,386	38	1,424
Germany	–	–	–	–	–	–	3	319	280	131	146	450	426	49	922	-	922
Norway	1	1	–	–	–	2	9	1,036	846	348	300	1,384	1,146	126	2,656	-	2,656
New Brunswick, Nova Scotia, &c.	–	–	–	–	–	–	–	39	25	17	13	56	38	4	98	116	214
TOTAL	4	1	3	8	1	17	39	4,437	3,473	1,409	1,275	5,846	4,748	520	11,114	1,696	12,810

Emigration Department, Quebec,
31 December 1858.

A. C. Buchanan,
Chief Agent.

No. 2.

ABSTRACT STATEMENT of the Number of Immigrants landed in the Colony, distinguishing the Ports and Countries whence they Sailed, during the Season of 1857 and 1858.

	1857.	1858.
ENGLAND:		
Bideford	22	—
Bristol	337	173
Cardiff	3	12
Carlisle	4	—
Exeter	8	9
Fowey	70	22
Hull	327	142
Liverpool	10,166	5,233
London	1,640	214
Maryport	9	4
Newcastle	1	5
Newport	6	14
Padstow	16	—
Penzance	5	—
Plymouth	2,748	540
Poole	15	—
Portsmouth	10	6
Swansea	8	—
Torquay	23	16
Truro	36	51
Weymouth	11	—
Workington	6	—
TOTAL	15,471	6,441
IRELAND:		
Belfast	505	148
Cork	143	42
Dublin	- -	57
Dungarvan	- -	8
Galway	- -	280
Limerick	73	107
Londonderry	257	142
New Ross	623	312
Sligo	- -	3
Waterford	184	44
Youghall	13	7
Tralee	218	—
TOTAL	2,016	1,150
SCOTLAND:		
Aberdeen	913	245
Annan	5	—
Dumfries	6	7
Glasgow	1,742	976
Greenock	265	—
Montrose	287	196
TOTAL	3,218	1,424
GERMANY:		
Antwerp	785	—
Bremen	3	170
Hamburg	4,173	755
TOTAL	4,961	925
NORWAY and SWEDEN:		
Bergen	2,448	772
Christiania	927	358
Drammen	902	431
Drontheim	192	198
Kragaroe	41	—
Porsgrund	385	223
Stavanger	914	390
Tonsberg	314	—
Grimstad	- -	17
Gothenburg	284	267
TOTAL	6,407	2,656
LOWER PROVINCES:		
Gaspe, Picton, and Sidney	24	214

RECAPITULATION.

England	15,471	6,441
Ireland	2,016	1,150
Scotland	3,218	1,424
Germany	4,961	925
Norway and Sweden	6,407	2,656
Lower Provinces	24	214
GRAND TOTAL	32,097	12,810

Government Emigration Office, Quebec, 31 December 1858.

A. C. Buchanan,
Chief Agent.

No. 3.

RETURN of the Number of Admissions into Hospital, Discharges, and Deaths of E migrants, during the Season of 1858.

	Admissions.	Discharges.	Deaths.	Remaining.
Grosse Isle Hospital - - - - - -	227	206	21	—
Marine and Emigrant Hospital, Quebec - -	39	30	3	6
General Hospital, Montreal - - - -	32	32	—	—
TOTAL - - -	298	268	24	6

Government Emigration Office, Quebec, 31 December 1858.

A. C. Buchanan, Chief Agent.

No. 4.

TRADES and CALLINGS of EMIGRANTS.

	British.	Foreign.		British.	Foreign.
Bakers - - -	15	1	Miners - -	41	—
Butchers - - -	9	—			
Bookbinders and Printers - - -	11	—	Painters and Glaziers	17	—
Bricklayers - -	18	11	Plasterers - -	3	—
Blacksmiths - -	55	—	Plumbers - - -	1	—
			Saddlers and Harness-makers - - -	4	1
Carpenters and Joiners	175	30	Sawyers - - -	5	—
Cabinetmakers - -	9	1	Sailmakers - -	3	—
Coachmakers - -	10	—	Shipwrights - -	2	1
			Servants - - -	74	—
Curriers - - -	1	—	Shoemakers - -	30	22
Clerks - - -	192	—	Smiths - - -	7	17
Coopers - - -	12	—	Stone-cutters - -	8	2
Dyers - - -	3	—	Tailors - - -	71	23
			Tinsmiths - - -	4	1
Engineers - -	18	—			
			Watchmakers - -	3	1
Farmers - - -	867	784	Wheelwrights - -	5	4
			Weavers - - -	23	—
Labourers - -	1,165	428			
			Mechanics not specified - - -	166	12
Gardeners - -	20	4			
Masons - - -	13	—	TOTAL - - -	3,086	1,356
Millwrights - -	14	—			
Millers - - -	5	13			
Moulders and Foundrymen - - -	7	—	GRAND TOTAL - -	4,442	

Government Emigration Office, Quebec, 31 December 1858.

A. C. Buchanan, Chief Agent.

No. 5.

RETURN of the Number of Persons who received Assistance to Emigrate from the United Kingdom, with the Amount paid them on landing at this Port during the Season of 1858.

DATE.	SHIP.	Whence.	No. of Persons.	Male.	Female.	Children.	By whom sent out.	Amount Paid.	REMARKS.
								£. s. d.	
14 May -	Pioneer - - -	Hull - -	3	1	1	1	Parish of Tulliston - -	4 - -	
14 „ -	Ottawa - - -	London - -	16	16	-	-	London Ragged School -	16 - -	
15 „ -	Florence - - -	Glasgow - -	3	3	-	-	Reformatory School, Glasgow.	—	
17 „ -	Steamer North America	Liverpool - -	25	25	-	-	Reformatory School, London	- - -	- - In charge of Mr. Edwards.
20 „ -	Dunbrody - -	New Ross - -	23	1	12	10	Gorcey Union - - -	23 - -	
24 „ -	Ocean Bride - -	Liverpool - -	11	3	3	5	Parish of Mansford - -	—	
13 June -	Vingolf - - -	London - -	8	8	-	-	London Ragged School -	9 10 -	
11 July -	Windsor Forest - -	Liverpool - -	43	-	43	-	Mullingar Union - -	46 - -	
13 „ -	Star - - -	New Ross - -	45	-	36	9	New Ross Union - -	39 10 -	
19 „ -	Lochlebo - - -	Dublin - -	14	1	7	6	Castlecomer Union - -	11 - -	
1 Aug. -	Persia - - -	London - -	48	10	15	23	Several Parishes - -	36 10 -	
2 „ -	St. James - -	Liverpool - -	36	-	36	-	Clonmel Union - -	36 - -	
2 „ -	Ditto - - -	- ditto - -	21	-	17	4	Sligo Union - - -	20 17 -	
2 „ -	Ditto - - -	- ditto - -	22	-	22	-	The Rev. Mr. Roach, Wexford.	12 - -	
23 Sept. -	Elizabeth Keith -	Cork - -	24	-	24	-	Fermoy Union - - -	24 - -	
	Ditto - - -	- ditto - -	4	-	4	-	Midleton Union - -	4 - -	
14 Oct. -	John Bull - -	London - -	7	1	1	5	Worksop Union - -	4 10 -	
			353	44	246	63		286 17 -	

RECAPITULATION.

WHENCE.	Number of Persons.	Male.	Female.	Children.	Amount Paid.
					£. s. d.
England - - - - - - - - - -	118	39	45	34	70 10 -
Ireland - - - - - - - - - -	232	2	201	29	216 7 -
Scotland - - - - - - - - - -	3	3	—	—	—
	353	44	246	63	286 17 -

Government Emigration Office, Quebec, 31 December 1858.

A. C. Buchanan, Chief Agent.

No. 6.

COMPARATIVE STATEMENT of the Number of Emigrants arrived at the Port of *Quebec* since the Year 1829 inclusive.

	1829 to 1833.	1834 to 1838.	1839 to 1843.	1844 to 1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
England - - - -	43,386	28,561	30,791	60,458	8,980	9,887	9,677	9,276	9,585	18,175	6,754	10,353	15,471	6,441
Ireland - - - -	102,266	54,904	74,981	112,192	23,126	17,976	22,381	15,983	14,417	16,165	4,106	1,688	2,016	1,153
Scotland - - - -	20,143	11,061	16,311	12,767	4,984	2,879	7,042	5,477	4,745	6,446	4,859	2,794	3,218	1,424
Continent of Europe - -	15	485	- -	9,728	436	849	870	7,256	7,456	11,537	4,864	7,343	11,368	3,578
Lower Provinces - - -	1,889	1,346	1,777	1,219	968	701	1,106	1,184	496	857	691	261	24	214
	167,699	96,357	123,860	196,359	38,494	32,292	41,076	39,176	36,699	53,183	21,274	22,439	32,097	12,810

GRAND TOTAL - - - 913,815.

Government Emigration Office, Quebec, 31 December 1858.

A. C. Buchanan, Chief Agent.

No. 7.

Emigrant Office, Toronto,
30 December 1858.

My dear Sir,

From the returns made to this office it appears that the total number of emigrants who have entered Canada during the year 1858, amounts to 38,710, viz.:—

Landed at Quebec according to your report, including cabin passengers - - - - - - - - - -	12,810
From various ports on Lake Ontario, chiefly Oswego and Rochester - - - - - - - - - - -	1,060
By the Suspension Bridge at the Niagara Falls, as per return made by T. C. Dixon, Emigrant Agent, Hamilton - -	24,840
Total - - -	38,710

In order to ascertain the actual number of settlers the following deductions must be made, viz.: the number of emigrants landed at Quebec who proceeded direct to the United States, 5,200; and the number returned to Europe from Quebec, as estimated by you, 500. Of the 24,840 who came by rail to Hamilton, *viâ* the Niagara Suspension Bridge, Mr. Dixon's report shows that the number who proceeded to the Western States amounted to 18,945, making a total of 24,645 who proceeded to the United States and returned to Europe; and showing 14,065 as the addition to the population of Canada by emigration during the year 1858. In my report for 1857, the total number of emigrants who settled in Canada during that year is stated at 31,423; the decrease this year is consequently 17,358.

In both years the greatest difficulty has been felt by the agents of this department to find suitable employment for emigrants; every branch of business has been unusually depressed; our crops have been much below the average, and lumber, our other great staple commodity, has found but a dull market at a reduced price. I am happy to say, however, that there are many unmistakable signs of returning prosperity.

The stock of lumber here and at home has been greatly reduced, while an increased demand is anticipated for the supply of Europe and the United States.

Our farmers have sown a greater quantity of fall wheat, and made more extensive preparations for spring crops than usual. Money is also much easier obtained, and as business is rapidly reviving elsewhere, there can be no doubt of our being on the eve of better times.

With reference to the encouragement we are justified in holding out to emigrants for the ensuing year, I can only repeat the remarks I have recently inserted in the Colonisation Circular, viz., That until a change takes place in the condition of Upper Canada it will not be desirable for any considerable number of emigrants to come here. Farmers possessed of 400 *l.* or 500 *l.*, being prudent and industrious, are sure to do well. Capitalists can always find good and safe investments. The legal interest is now 7 per cent., but 10 or 12 per cent. can be obtained on landed security.

Good farm servants stand the next best chance of settling to advantage, but clerks, porters, grocers, gentlemen's servants, male and female, and mechanics accustomed to the highest kind of skilled labour, had better remain at home until the times change.

I also beg to call attention to Mr. Dixon's report, which I send you herewith. I was particularly anxious for him to give me the fullest information with reference to the condition of the large number of emigrants who enter Upper Canada by the Suspension Bridge. You will perceive from his tabular statement for 1857 and 1858, that the number who come by that route is greater than the number who landed at Quebec. In the causes which he enumerates as influencing so large a proportion of the emigrants to take the New York route in preference to that by the St. Lawrence, I fully concur, but these influences it is difficult if not impossible for us to counteract.

Mr. Shanley, Chief Engineer of the Grand Trunk Line, in his report, dated in September last, observes, "That emigrant business is one over which we in Canada cannot exercise much control as regards influencing the number coming out. But we might, it appears to me, do a good deal more than we have done in directing the tide of emigration to the St. Lawrence. It is in Liverpool, the chief port for emigration, that the strongest efforts are made by our rivals to induce the emigrant to sail for New York; and the railway companies whose lines diverge from that port, always keep active and efficient agents in their employ, who leave no means untried to secure that most important and paying class of travellers. It would be well if we too were to be represented in Liverpool by a competent and experienced agent, especially engaged to make known the advantages of the St. Lawrence route."

Any such appointment contemplated by Mr. Shanley should be made by those directly interested in the passenger traffic. There is one piece of advice often given of great importance to the settler, but which is not so much attended to as it ought, viz., that the settlers should come out early; and, if they wish to avoid imposition, should come *viâ* Quebec or Portland. If anything goes wrong with them or their baggage it is impossible to obtain justice for them if they come by Boston or New York; by adopting the St. Lawrence route they will escape the evils I have enumerated, and save time and money.

According to the returns sent to this office, 1,570 German and Norwegian emigrants settled in Canada during the season. Mr. Huber, German interpreter at this agency, and Mr. Fruhauf, interpreter at Hamilton, state that most of the German emigrants who settled in Canada or proceeded to the Western States, come by way of New York, very much to their

their injury, both in time and money. Many complain of their treatment at New York. The reason they adopt that route is attributed to the want of correct information in Germany itself, and the only remedy they are able to suggest is the one recommended by Mr. Shanley's report, and adverted to elsewhere.

The season has been remarkably healthy, and there have been fewer complaints of ill-treatment and hardships than during any previous season.

I am, &c.
(signed) *A. B. Hawke,*
Chief Emigrant Agent for Upper Canada.

A. C. Buchanan, Esq.,
Chief Emigration Agent, Quebec.

No. 8.

Government Emigration Office, Hamilton,
Sir, 20 December 1858.

THE annexed statement of the arrival of emigrants from the different countries specified, together with the number of each class remaining in the province, as compared with the past year's emigration, will present at one view the nature of this year's emigration, so far as numbers and country are concerned.

In submitting this statement I would observe, that the decrease in emigration which this year exhibits would seem to be the result of that general depression of business which has distinguished the last two years. The lessened number of emigrants however who are strangers to the province, and whose necessities are more than equal to the means for their relief, may be received as a great boon under the circumstances.

The health and appearance of the emigrants generally have been good; a few cases of sickness have occurred, but with the exception of two Norwegian women, they have been restored and forwarded to their several places of destination. The two women referred to both died in hospital and were interred here.

The disparity in proportion to the number of emigrants arriving here, as shown in the tabular statement annexed, both from New York and Quebec, that in favour of the former as a point of debarkation, when compared with the latter, is striking. The difference in favour of New York is nine to one, whereas last year it was four to three in the same direction. The reasons for this difference must be sought for elsewhere than in Canada. There is however one feature in the emigration from the United States, which ought not to be passed over in silence. In looking at the tabular statement it will be seen that while the arrivals at this port from Scotland show a difference in favour of New York of about four-fifths, that from England is about nine-tenths, and from Ireland, twenty-seven twenty-eighths; for such a disparity there must be some cause, and whether it is that the commercial intercourse betwixt the United States and the United Kingdom of Great Britain and Ireland will explain the reason, it may be improper for me to hazard an opinion; but with respect to England, I have reason to believe that such intercourse is the means of devising projects, making flattering statements, and creating extraordinary exertions for securing return cargoes to the United States, and thus inducing intending emigrants to Canada to avail themselves of that route very much to their injury; and although some of the complaints made by emigrants may be unreasonable, yet in the majority of cases, the evil is too apparent to admit of a doubt.

The great majority of Irish emigrants leave Liverpool also under the same circumstances, while the Scotch emigrant generally selects a vessel in his own country, and whose destination is mostly in the British Colonies.

It will also be seen that two-thirds of Scotch emigrants arriving here settle in the province, while over half of the English, and three-fifths of the Irish, seek their homes in the Western States. Other European nations appear still less disposed to settle amongst us.

Those are facts which in some respects may not easily be accounted for, yet they nevertheless appear to be worthy of investigation, for as the generations in Europe rise to maturity, they will seek, naturally seek, an outlet for the increasing energy now fast spreading over the western portion of Europe, and which will keep the stream of emigration flowing towards this continent, and for which it would be well at all times to be prepared.

The general character of the emigration of the year just closing, so far as its adaptation to the wants of a new country, has been quite equal to the last year; the seekers for skilled and unproductive labour have not been so numerous as then, and in the midst of the great scarcity of employment which has and still does exist, yet very few cases of industrious and practical agriculturists wanting work have come to my knowledge.

All of which is respectfully submitted.

(signed) *Th. C. Dixon,*
Emigrant Agent, Hamilton.

A. B. Hawke, Esq.,
Chief Emigration Agent, West Canada, Toronto.

REPORT of the Number of Emigrants arrived at *Hamilton* from various Countries specified, for the Year 1858, and compared with 1857.

FROM	1858.			1857.	Settled in Canada.	
	By Steamboat.	By Railway.	TOTAL.	TOTAL.	1857.	1858.
England - - - -	371	3,152	3,523	6,850	3,992	1,591
Ireland - - - -	93	2,412	2,505	5,942	2,048	1,020
Scotland - - - -	423	1,502	1,925	3,180	1,674	1,245
Germany - - - -	51	9,638	9,689	14,679	1,916	1,032
Norway - - - -	1,525	945	2,470	4,158	—	—
Sweden - - - -	- -	150	150	30	—	—
France - - - - -	7	- -	7	120	—	—
Poland - - - -	15	- -	15	110	—	—
United States - - -	- -	7,041	7,041	- - I omit the United States here, as I was not so exact about arrivals.	29	70
TOTAL - - -	2,485	24,840	27,325	35,069	9,659	4,958

No 9.

ABSTRACT detailed Statement of Arrivals of Emigrants at the City of *Ottawa* during the Season of 1858.

From *England*:—564 Males, 191 Females, and 268 Children,
Composed of the following Trades and Callings:

Masons - - - - - -	5	Painters - - - - - -	4
Polishers - - - - -	1	Millwrights - - - - -	4
Curriers - - - - - -	2	Bookbinders - - - - -	2
Carpenters - - - - -	36	Dyers - - - - - -	1
Cabinet-makers - - - -	2	Stonecutters - - - - -	1
Butchers - - - - -	5	Plasterers - - - - -	2
Gardeners - - - - -	7	Gasfitters - - - - -	3
Bakers - - - - - -	5	Paper-hangers - - - -	1
Matmakers - - - - -	1	Millers - - - - - -	3
Limeburners - - - - -	2	Tailors - - - - - -	3
Shoemakers - - - - -	6	Schoolmasters - - - -	1
Wheelwrights - - - - -	2	Spinner and Wool Weaver - -	1
Machinists - - - - -	9	Sailors - - - - - -	2
Grooms and Coachmen - - -	5	Brickmakers - - - - -	4
Ship Carpenters - - - -	3	Farm and other Labourers - -	204
Blacksmiths - - - - -	2	Various, including purchasers of land, &c. - - - - - - -	175
House Servants - - - -	24		
Miners - - - - - -	3		
Clerks - - - - - -	22	TOTAL - - -	564
Gunmakers - - - - -	2		
Warehousemen - - - -	9		

FEMALES.

House Servants - - - -	21	With husbands of this season, including those en route to join the same of last season - - -	162
Dressmakers - - - - -	5		
Milliners - - - - -	3	TOTAL - - -	191

From

From *Germany*:—81 Males, 47 Females, and 68 Children.
Principally for labouring work.

From *Scotland*:—106 Males, 35 Females, and 63 Children.

MALES.

Carpenters and Joiners	10	Wheelwrights	2
Blacksmiths	3	Potters	1
Plumbers	2	Millers	2
Masons	2	Farm and other Labourers, &c.	78
Machinists	1		
Stonecutters	3	TOTAL	106
Tailors	2		

FEMALES.

House Servants	8	With husbands	22
Dress-makers	3		
Nurses	2	TOTAL	35

From *Ireland*:—122 Males, 161 Females, and 97 Children.

MALES.

Clerks	2	To join friends	50
Machinists	2	Labourers	52
Shoemakers	3		
Carpenters	2	TOTAL	122
House Servants	11		

FEMALES.

House Servants	102
Wives, principally en route to join husbands	59
TOTAL	161

From Lower Ports:—8 Males, 5 Females, and 43 Children.

RECAPITULATION.

	Males.	Females.	Children.	TOTAL.
From England	564	191	268	1,023
„ Scotland	106	35	63	204
„ Ireland	122	161	97	380
„ Germany	81	47	68	196
„ Lower Ports	8	5	13	26
TOTAL				1,829 souls.

Ottawa, 9 December 1858.

Annexed hereto you have abstract detailed statement of arrivals of emigrants at this place during the present season of 1858, exhibiting a gross total of 1,829 souls against 1,135 in the corresponding period of 1857, being an increase of 694 over that year, which, in view of the large decrease of emigration to this country during the present season, shows that this section of the province has attracted a fair share of those arriving, thus evidencing the accuracy of the predictions contained in my last General Annual Report, viz.:

1st. That the Ottowa country was capable and desirous of affording employment to a large number of labourers, mechanics, &c.

2d. That its capabilities and varied resources afforded highly advantageous inducements to the intending settler, which only required to be made known to be appreciated by that class of persons.

The result of this season's experience has fully convinced me of the correctness of the above, and although it must be admitted that the operations within this period are as satisfactory as could have been anticipated, still it is evident that a greater circumspection in the persons recommended to take advantage of the same would be attended with increased beneficial results, and in order to assist in attaining that end I shall endeavour to point out

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in this report wherein this season's emigration has been wanting in this most essential respect, in the hopes that it may lead to an amelioration of the same for the future.

The same means of transport was employed for their conveyance as in 1857, viz., *viâ* railway and steamboat between Quebec and Montreal to Prescott, and thence by Ottawa and Prescott railway to this point. Occasionally, during this season, small parties found their way to this place from Boston and New York; their routes were taken for reason that no vessel was leaving the ports in England (at the departure of the respective persons) bound for Quebec; in almost every case they complained of extortion and ill-treatment on their passage out, and all concurred in stating that they had been warned against taking these routes (and consequently should have awaited the sailing of a vessel for Quebec), thus establishing pretty clearly that the superiority of that route is at length well understood on the other side of the Atlantic by emigrants generally.

The statement hereto annexed will at once show you, that although the present season's arrivals are of a mixed nature, as respects callings and occupations, still, in comparison with the respective numbers of 1857 and 1858, the latter exhibits a slight improvement in this respect, but yet, there is room for a further reduction of the class of persons whose services are not required in this country. Many are called labourers in the present statement who were not strictly entitled to such classification, for it appeared quite evident that numbers feigned this cognomen in the hopes that thereby they would increase their chances of obtaining immediate employment; such a policy was systematically pursued among those previously engaged at light work, such as warehousemen and under clerks, and (fearing from a knowledge that such persons were warned against emigrating to Canada) many (for this sole reason) endeavoured to disguise this fact as much as possible, for when a trial was afforded at labour in the fields, or otherwise, it was clearly apparent that their previous avocations had been of a very different nature; in some cases though, with perseverance, they succeeded in overcoming the difficulties to a certain extent, and were thus enabled to retain their places, but with others the result was very different; the work being found too laborious had to be abandoned in despair. These practical facts should serve as a warning in future to all persons who are really incapacitated from undertaking duties for which their physical powers are unequal, and should at once remove the too general erroneous impression, that on arrival in this country they can render themselves capable of doing "anything" that may present itself for their acceptance.

I shall now give a succinct review, explanatory of the capabilities and means of the various classes who sought and obtained my advice during the present season. Those from Scotland, as a general thing, were just such a class of men who ought to emigrate to this province; the labouring portion were for the most part strong, able-bodied men, and they had not the least difficulty in procuring employment at fair wages; those from the agricultural districts were first-class farm servants, and were engaged on arrival at a remunerative consideration. The mechanics were likewise experienced workmen, and had no trouble in finding suitable places, and at the present time are well located, with a prosperous future before them, and with their well-known energy and perseverance, I have not the least doubt but that they will make a valuable acquisition to the population of the country; but very few had come out designedly with the view of purchasing or otherwise locating lands on their own account at the outset, and such as had the means of doing so, preferred to accept suitable situations for a limited period, in order thus to acquire a practical knowledge of the agricultural pursuits of this country, which, under all the circumstances, is the most prudent course that can be adopted. This disposition was invariably evinced among the Scotch emigrants of the present season, and I could wish that the same principle may actuate those who may hereafter come out, for in truth and in fact it is the wisest and surest way to ensure ultimate success.

The arrivals from Ireland during the present season have been but trifling; and among these are found many en route to join their friends previously settled in various parts of the Ottawa valley; as a whole, they were very poor and had to be assisted to reach their respective places of destination. A trifling number of males sought employment, which was easily secured for them among our farming community, and from all accounts I have been enabled to obtain, they were a fair class of workmen, and, with instruction, will soon equal first-rate farm labourers. A number of females, chiefly from the workhouses, have also reached this district at various times during the present season; they were engaged immediately on landing here as house servants, both for city and country service. They were entirely ignorant of such duties, as was the case in 1857; but from what I can hear they were very willing and most desirous of acquiring a knowledge of the same; consequently, in a little time they will render themselves useful in their several spheres. As you were advised at the time of their arrival here, several widow women, each having a number of young children, were sent up to this place. It is no easy matter to provide places for women so situated; for no one will engage their services with such incumbrances. It was with the greatest possible difficulty that I succeeded in providing for these poor people during the entire past summer; any little employment that could be obtained for them in and about the city was quite inadequate for the maintenance of themselves and little helpless children. It is a great pity to send such persons to this country, as, by so doing, they, to a certain extent, must become dependents on the community that may receive them for (at any rate) a partial support. It is to be hoped that a representation of this evil to the proper quarter may have the effect of preventing a similar occurrence hereafter.

The Germans of this season were forwarded to Renfrew, where a party from same country had preceded them the year previous. They are well liked in that neighbourhood as a labouring

labouring class, and are desirable settlers for a new country. They are industrious, hard-working, and economical in their habits, and in the course of time, when they acquire a knowledge of the English language, they will in all probability rise above their present position, and become free holders on their account. The Prussians forwarded to same locality during the present season, I am sorry to say, have not succeeded as favourably as the Germans, owing, it is said, to their physical inability to perform the work of the country. It is to be regretted that such a number of aged people, with very large helpless families, should have been sent up to a part of a country that, above all others, requires that youth and vigour should be the predominating characteristics. From accounts lately received on this subject, it is stated that their present position is anything but satisfactory, and that, in some instances, they are and have been the objects of charity in the neighbourhood for some time past. Such a class of persons, so utterly destitute of means, should never have been induced to leave their native land.

The numbers from England are in excess of those over other countries during the season of 1858. They were from various parts of England: from cities, towns, with a portion from the rural parts, embracing a total of 564 males, comprised of a variety of callings. The labourer, when from the rural parts, possessed every knowledge of the duties of agricultural pursuits, as practised in the old country, and after acquiring similar experience respecting this country's system, &c., he will be well adapted for its duties, and will find a field for the employment of his labour equally advantageous for his own interests, as well as for the benefit of the country wherein he may become a settler.

Among the mechanics, there were some very excellent workmen, and, with but few exceptions, they had little difficulty in finding a suitable opening for employment of their skill. With this class more particularly it was evident, that at the time of their departure from England, they had intended locating themselves in some city or populous town on arrival in this country; and it was with extreme difficulty that they could be persuaded to abandon this most erroneous preconceived idea. In my opinion, a new comer, a mechanic by trade (if it be of such a nature as is required in country places), can do infinitely better by at once removing to such locality as offers inducements for the future. This course should be recommended in preference to remaining in any city or town (even if temporary employment is procurable thereat), for, in my view of the matter, the future should be looked to rather than the present. This information should be widely disseminated among all classes who purpose emigrating to Canada, as by such fact being made known, it prepares their minds for removal to a distant or partially inhabited portion of the country, and will prevent any disappointment after arrival here, when they are recommended to continue their journey onward. This advice, with but rare exceptions, ought to be tendered to every one who intends settling permanently in this country, and if complied with, will almost invariably ensure mutually beneficial future results. My experience of the past convinces me that this is the only prudent course to be adopted by the emigrant on his arrival in the province, which must plead my sole reason in thus so strongly bringing it under your consideration, trusting that thereby it may reach the ears of those who are so deeply interested in being made aware of it in time. I may add, that the only class of persons that were at all discontented during the present season are to be found among the few who would not listen to the above recommendation, but must, at all hazards, remain in the city. While upon this point, it may be as well to state that a couple of taverns, established in this city during the present season (and kept by emigrants), have acted most indiscreetly in encouraging emigrants to remain in the city, on the promise of obtaining them employment, or otherwise holding out inducements which could not be realised. Of course their only object was to secure business for themselves, to the detriment of their poor victim; therefore, the application of the Act of Parliament (as passed at its last session) to this city (as well as to the town of Renfrew) is needed, in order to provide against similar contingencies for the time to come. A number of this season's emigrants from England brought out considerable means, with which they had intended to purchase lands for settlement purposes. Immediately on arrival here, they obtained from this office all the information it was in my power to afford them, regarding such lands as were procurable in this section of the province. Some were desirous of purchasing improved farms contiguous to the city; others were disposed to acquire the same at more remote parts; and the remainder felt inclined to take up unimproved Government lands in the new settlements; and the result has been that a large quantity of partially improved and unimproved farms have been purchased by this season's emigrants from private parties, and very large sales of Government lands have also been effected to same class of persons in various sections of the Upper Ottawa, principally in the counties of Renfrew, Pontiac, and Ottawa. At the former, the township of Brudenelle has been chiefly taken up by this class of settlers during the present year, and it is a source of congratulation to be enabled to state, from all information that can be obtained on the subject, they are all well satisfied with the nature of the soil, climate, internal resources, &c.; and in a brief period of time, this township promises to be one of the finest in that county. At the present moment, an emigrant of this season is perfecting the necessary arrangements for the erection of a saw-mill in the midst of the settlement in this township. This will confer a great boon on that part of the country, and must be the means of attracting additional settlers thereto for the time to come. It is most gratifying to find that the great majority of emigrants who have located themselves by acquisition of lands on the Ottawa generally agree in stating that the soil equals their anticipations, and in no instance has dissatisfaction been expressed on that point; consequently, the inevitable conclusion that must be arrived at is, that this section of

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the province offers every possible inducement to such class of persons as are desirous of establishing themselves on land, and at once remove the popular fallacy, that none but prairie or old settled lands are suitable for the occupancy of the new intending settler.

Among the English arrivals this season, it was manifestly apparent that they were a highly respectable, shrewd, and intelligent people, and evinced a disposition to set at work in earnest for the accomplishment of the object they had in view when leaving the shores on the other side of the Atlantic. By continuation of such energy, they are bound to become at no very distant day a happy and prosperous portion of the community.

It was pleasing to find among the arrivals of this present season so many women and young families proceeding to join their heads, who had preceded them the year previously. This is an unmistakeable symptom that they must have succeeded in providing a suitable new home for their reception; and this being accomplished in such a short space of time, must be taken as an evidence that so far the emigrant to the shores of the Ottawa can have no good cause in relenting his act of colonization in this section of the province. The present season's emigration was entirely free from infectious or contagious disease; and although there were more cases requiring the assistance of our hospitals than during 1857, still they were for simple and trifling complaints, and in a short space of time, with the efficient medical and other attendance as afforded at those excellent institutions, they were restored to perfect health, and it is gratifying to find that no adult mortality has occurred during this period. The result of this season's emigration to this section of the province (with the few exceptions herein particularised by me) must be considered as eminently successful, and which, undoubtedly, will influence future extended operations. The various beneficial effects attending the accession of settlers to this district is universally acknowledged, and the highly respectable people who have passed through the city at different periods during the season has awakened our community to a sense of its vast importance, as being the primary means of extending the resources and otherwise improving its internal material improvements. Therefore it is but natural to suppose that they will hail with delight any measure that can be adopted to encourage its continuance, and it is, consequently, most pleasing to my feelings, from a combination of such circumstances, to be enabled to hold out satisfactory inducements to the emigrant in 1859. The agriculturist has now become fully aware of the advantages the introduction of labour at a fair cost has had in respect to his avocations, as only by such means could his operations on an extended scale have been undertaken and accomplished for his benefit; and now the good effect of such policy being pretty generally understood among this class, they are basing their future calculations upon its further extension, consequently this district will afford employment for a large number of farm labourers during the next season. But I must again draw the attention of this particular class of persons, that they must be labourers in fact as well as in name, and that they will be required to perform laborious duty, exceeding probably any that they had been accustomed to. Such a class of labourers are greatly needed in the Valley of the Ottowa, and they can be most advantageously distributed in various sections of its vast and still increasing habitable territory. Men of this class, with families, ought to be situated so that their wives and a portion of their children (at any rate) should be able to render them partial assistance; for during the first few years the wages of a labourer would hardly be sufficient in itself to defray the expenses of a large and helpless family. Great discrimination is needed by labourers so situated in emigrating to this country, particularly if not possessed of some little means whereby their families can be provided for, for a limited period, until by experience and perseverance they are enabled to better their position by acquiring a homestead of their own, which is frequently accomplished in an amazing brief space of time.

With reference to mechanics: the remarks in allusion to tradesmen before made in this Report should be well considered by those who may venture out to this country during next year. From a variety of circumstances, and more especially owing to the large number of tradesmen that have emigrated to Canada within the few past seasons, no very great inducements can be held out to such as must find employment in cities or towns; but if they feel disposed to locate themselves in country parts, and progress with the growth of the country, then to all such there are openings at various points on the Ottawa, where, in a few years, they must become independent. Such a class of emigrants must be made to know that their ultimate success depends entirely on their own exertions; many rising villages and small towns will be glad to obtain their services, and with energy and determination they will be enabled to provide a future comfortable home for themselves and families. Of course it would be most advantageous if all such mechanics as may come out in 1859 should possess a trifling amount of means, as in this way they will be in a position to abide their time in settling themselves in the most desirable locality that may present itself. In respect to the other remaining class of emigrants who may have means, and seeking a homestead in this country, the statements in the foregoing with reference to this season's experience, as regards the progress of such persons during that period, are applicable to the future; and all that I shall say, in conclusion, is, that this part of Canada can accommodate all desirous of acquiring lands of very superior quality, in various parts, and at prices to suit the views of the different applicants, according to locality and description required. To all such I can, with the greatest confidence, recommend the Valley of the Ottawa, being well satisfied that there they will be settling themselves in an advantageous manner for their own future interests. The very erroneous impression as to the propriety of obtaining land contiguous to the city ought to be removed by every possible means, for this section of the province in this respect varies from all others; for on the Ottawa, the more remote the

farm

farm is situate, the better the market for the disposition of all surplus agricultural products, caused, as you are doubtless aware, by the great demand of our lumber trade for all such produce in those distant localities.

It is almost needless to say that clerks, warehousemen, and literary persons, without means, better not venture to this section of the province, as such services are not in demand in this locality; all of which is respectfully submitted for your favourable consideration.

(signed) *Francis Clemow*,
Emigrant Agent for Ottawa and surrounding Country.

A. C. Buchanan, Esq.,
Chief Emigrant Agent, Quebec.

No. 10.

EXTRACTS from the Notes Appended to the Periodical Reports of Arrivals of Passenger Ships at the Port of *Quebec* during the Season of 1858.

No. 1.—From 28th April to 13th May.

NINE hundred and twenty-four steerage and 108 cabin passengers have arrived at this port from the opening of navigation to this date. They have landed in good health, having had most excellent passages, the average of the sailing ships being under 30 days.

They all speak highly of the attention and kind treatment they have received during the passage, and I append at foot a copy of the testimonial presented to Captain Harley and the officers of the ship "Culloden," from Liverpool, which must have been alike gratifying to the givers as to the receivers.

The steerage male adults on board the several vessels included in this return are classed as follows, viz.:—

Farmers	128
Farm labourers	164
Servants	6
Clerks, &c.	46
Mechanics	144
	488

A number of the farmers appear to possess means, and have emigrated with the view of settling on land. The agricultural labourers will also be likely to do well, as their services are generally required; but for the mechanics and clerks the prospect is not favourable, they being unfortunately of that class, for which this country offers at present but little encouragement. The majority of them appear to have emigrated with the view of settling at Ottawa in expectation that the erection of the Government buildings and the stimulus which would be given to private enterprise in consequence of the selection of that city as the future seat of Government, would have afforded them lucrative employment. The public works at Ottawa not having been yet commenced, many of these persons must be disappointed in their anticipations; the reports from that quarter, however, state that the farmers are inquiring for labour, and that those who have arrived there had found employment, and that female domestic servants were much wanted. From the western section of the province the accounts are not so satisfactory; there remain still many of the immigrants of last season, who are unable to find satisfactory employment, and if the immigration of the season now opening should be as extensive as in former years, and contain as large a proportion of persons depending on employment, much distress will I fear result. The report, however, received from the United Kingdom universally announces a great decrease in the embarkations for this country. In 1857 I had received official reports of there having sailed for Quebec prior to the 1 May 4,510 souls; in 1858 the number advised to same period is 1,074; decrease, 3,436.

No. 2.—From 13th to 22d May.

TWELVE hundred and thirty-two emigrants arrived at this port during the week ending 23d instant, 309 of whom arrived by steamer, and 323 by sailing vessels. The latter have made excellent passages, the average being 30 days, and landed in good health, with the exception of those by the "Osprey" from Bristol; the passengers by this vessel were detained at Grosse Isle, one death, an adult female, having occurred on the passage from small pox. The passengers by these several vessels all bear the highest testimony as to the kind treatment they received during the passage to this port.

The steerage adults are classed as follows:—

Bakers	5	Sawyers	1
Blacksmiths	12	Shipwrights	1
Carpenters	13	Saddlers	2
Clerks	13	Shoemakers	6
Coopers	5	Sailmakers	1
Engineers	3	Stonecutters	2
Farmers	131	Tailors	8
Gardeners	1	Tinsmiths	1
Labourers	187	Wheelwrights	1
Millers	1	Weavers	6
Miners	4	Mechanics and not stated	13
Painters	3		
Printers	7		452
Plasterers	1		
Servants, Male	26		

Females (spinsters and housekeepers) 116.

Among the arrivals there were a number of persons who have brought out capital with the intention of investing it in this country, and a number of farmers who have come out to purchase lands. Several of this class have proceeded up the Ottawa, where a few have found suitable locations, and others are looking about and collecting information before they finally settle.

On board the "Ottawa" there were 16 lads, and by the steamer "North America" 25 girls, sent out by the London Reformatory and Refuge Union; the females were under the immediate charge of Mrs. Edmonds, and the boys were sent to the care of this office, and received a sovereign each to defray their inland passage to Toronto. They all proceeded together from this under the charge of Mrs. Edmonds.

By the ship "Dunbrody," from New Ross, 23 passengers from the Gorey Union; viz., 7 widows with 10 children, 5 females, and 1 male adult. They received 20*s.* each on landing here, and proceeded up the country for employment.

Owing to the number of children, they may experience some difficulty in procuring situations.

Agricultural labourers and female servants readily find employment throughout the country, but for mechanics there is little or no inquiry; and for young men looking for situations as clerks and porters, there is no opening whatever.

No. 3.—From the 22d May to 12th June.

Eighteen hundred and ninety-seven emigrants landed at this port during the period embraced in this return, viz., from the 22d May to the 12th of June, 825 from the United Kingdom, 849 Norwegians, and 223 Germans, all healthy and free from complaints.

The great majority of those from the United Kingdom have proceeded to Western Canada, some to friends, and others in search of employment.

The foreign emigrants, with the exception of a few Germans, have proceeded to the Western States.

The immigration of the season shows a large decrease when compared with that to same period in 1857, the number being 4,161 against 13,980; decrease, 9,819.

The demand for labour continues limited, and all classes, except agriculturists, find difficulty in obtaining employment.

The prices of farm produce continue so low that farmers are disposed to economise their expenditure as much as possible.

No. 4.—From the 12th to the 25th June.

Seventeen hundred and seventy-one immigrants arrived at this port during the fortnight ending this date, viz., 1,650 steerage and 124 cabin, of which number 669 were from the United Kingdom and 1,105 foreigners, Norwegians and Germans. They arrived in good health, with the exception of those by the "James Jardine," in which measles appeared, and from which four children died during the passage.

The steerage male adults are classed on the several lists as follows; viz.,

Farmers	277
Labourers	200
Mechanics	159
Cabin Passengers	71
	707

The emigrants from the United Kingdom have chiefly come out to join friends, and a few in search of employment; the great majority proceeded to Western Canada, 200 of whom have proceeded to the Ottawa district; many of these intend purchasing land.

The Norwegians have proceeded to the Western States, with the exception of six families,

34 persons, who have proceeded to join their countrymen in Bury, eastern townships. This settlement, which was commenced last year, now contains over 100 Norwegians, all of whom have expressed themselves much pleased with the country

Of the Germans, about 40 have proceeded to Renfrew Ottawa district, where a number of their countrymen have already settled. Some have entered upon the occupation of land, and others have readily found employment amongst the farmers in that district. Some complaints having been made by a portion of the passengers by the "James Jardine," from Liverpool, against the master for a short issue of tea and flour, their case was brought before the sitting magistrates, and a conviction obtained. The evidence proved that the provisions in question were served out by measure in place of by weight, and the measures, on being tested in court, were found not to contain the quantities marked on them.

The demand for labour continues very slack, more particularly for mechanics, and numbers of immigrants of the season, chiefly of the latter class, have returned here seeking a passage to England; some on the plea of ill health, and others that they could not find employment.

The reports from the Western States are very discouraging; large numbers of labourers are stated to be out of employment, and wages are reduced to 2 *s.* 6 *d.* per day, and not full employment at these rates.

No. 6.—From the 9th to the 19th July.

The emigrants arrived from the 9th to the 19th instant number but 1,026 souls; 79 cabin, and 947 steerage; 878 of whom were from the United Kingdom, and 148 foreigners. They landed in good health.

By the "Windsor Forest," from Liverpool, and "Star," from New Ross, there were 88 females, paupers, from the Mulligar and New Ross Unions; they received 20 *s.* sterling each on landing. About 30 were engaged in this city and Montreal, at wages from $2. 50 to $3 per month; some few had relations in the States, to whom they proceeded; and the rest of the party were sent to the Ottawa, where they all found immediate employment.

Female domestic servants and agricultural labourers are the only class of our emigration for which any inquiry is made at present. All the other branches appear to be fully supplied, and in many cases overstocked. Daily applications are being made either in person or by letter for assistance to return to Europe.

No. 7.—From 19th to 31st July.

1,025 emigrants landed at this port from the 19th to the 31st July, in good health—885 steerage and 140 cabin. 687 were from the United Kingdom, 243 foreign, and 95 from the Lower Provinces.

Of those from the United Kingdom, a large proportion came out to join their friends settled in different parts of the Province and in the Western States; the others for employment.

Of the passengers per "Hinrich," from Bremen, 25 families, numbering 130 souls, have proceeded up the Ottawa to settle. Several families possessed sufficient means to purchase farms, and others were in search of employment; they have proceeded to Renfrew, where a number of their countrymen are already settled, from whom favourable reports have been received; the remainder, about 40, proceed to the Western States. The Norwegians all proceeded through to the Western States. Of those from the Lower Provinces (95), 49 were classed as cabin and 46 as steerage passengers; they are chiefly residents and traders who have visited this city on business or pleasure.

This return completes the quarter, and I have appended a comparative statement of arrivals, which shows the large decrease of 15,470 souls in 1858 when compared with 1857.

On a reference to the return of arrivals to same period for the last 25 years, the present season is the lowest since 1838. The demand for emigrant labour throughout the province continues limited.

At the present time the harvest affords full employment to agricultural labour, and this class, and female domestic servants, are the only classes inquired for.

For mechanics and tradesmen, this province at present does not appear to afford encouragement, the resident labour being found fully equal to the demand, and to those seeking situations there is no opening whatever. On a reference to the foregoing list, it will seem that over 800 mechanics and tradesmen have arrived during the present season, a large number of whom must have found difficulty in procuring employment without considerable loss of time, and numbers have been forced to accept employment out of their own line to obtain means of support.

The commercial difficulties in which this province has been involved have caused the suspension of a great extent of work which, under ordinary circumstances, would have demanded skilled labour, particularly in the western district. Building has been interrupted as well in the country parts as in the towns, so that some even of the resident mechanics and artisans are without full employment.

The newly arrived immigrants are necessarily in a worse situation from their ignorance of the country.

In the agricultural districts there appears generally a steady demand for suitable labourers, and good farm hands may almost anywhere obtain fair wages. Indeed, except among particular classes of mechanics, the rate of wages has suffered but little reduction from the standard reached when the necessaries of life were at double the present prices.

Agricultural produce continues to be much depreciated in value; the farmers and old

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settlers are less encouraged to extend their cultivation than has been the case up to the last year; still the present extent of the cultivated lands of Canada, generally of good quality and productive, is such as will be sufficient to absorb a continual annual importation of suitable labour, since the agricultural servant steadily employed usually lays up money, and becomes, after a time, a settler and farmer in his turn. It is thus that farm labourers are so generally inquired for while others are unemployed.

It can scarcely be doubted, that with a favourable season for completing the harvest work now in progress throughout the country, the farmers will be in a situation to employ labour more extensively than they have been disposed to do for some time past. This would certainly follow any enhancement of the value of produce, though the prospect of a foreign demand for grain, with the restoration of commercial credit, would restore the province to its former condition, in which, with an annual immigration greatly beyond that of the present year, there remained no one unemployed who was willing to apply himself to labour of any description.

No. 10.—From the 9th to the 30th September.

But 798 emigrants have arrived here during the period embraced in this return, viz., 252 cabin and 546 steerage, all from the United Kingdom, in good health, and free from complaints, and are, with very few exceptions, coming out to join their friends.

Those by the "Cape Rouge," from Plymouth, are all families coming out to join relations in Western Canada, there being but one married man on board, and but 14 male adults out of 105 souls; 28 females and 34 children required assistance to enable them to reach their husbands, who were chiefly in Whitby and Darlington. By the "Eliza Keith," from Cork, of 36 passengers, 32 were young women, sent out by the guardians of the Fermoy and Middleton Unions; they received 20 *s.* sterling each on landing here, and have been disposed of as follows: viz., three to New York and three to Kingstone, to friends. Of the remainder, 10 were sent to Ottawa, 6 to Port Hope, and 12 obtained situations in Montreal.

The emigration of this season is now drawing to a close; but one more passenger ship is expected. "The Charlotte Stamler," from Liverpool, with 186 passengers, sailed 29th of August, and may now be daily looked for.

No. 11.—From 30th September to 2d November.

The immigrants arrived in this port, from the 30th of September to the close of the season, numbered but 905 souls, 302 of whom were cabin and 603 steerage passengers; 626 of whom arrived by steamer and 279 by sailing vessels.

This return closes the season's immigration by the St. Lawrence, and when compared with that of 1857, shows a decrease of 19,457 souls (upon the number embarked), thus numbering 12,834 in 1858 against 32,291 in 1857, which is the smallest immigration of any season since 1839.

The immigrants by the several vessels in this return have arrived in good health. Some complaints were made by a part of the passengers by the ship "Charlotte A. Stamler," from Liverpool, for a short issue of provisions; but the master having compensated the parties complaining to their satisfaction, the further intervention of this office was concluded.

The demand for employment has been very limited since the close of the harvest, and immigrants in search of employment find difficulty in procuring it.

Mr. Hawke, in his last report, states, employment in Western Canada is very scarce, and that many of the recently arrived immigrants were willing to work for their board during the winter, but could not obtain employment even on these terms.

From statements made by numbers of immigrants of the past season, who have come out in search of employment, they appear to have derived their information as to the wants of this country from interested parties, such as agents of passenger ships; others who, in order to get passengers, hold out exaggerated expectations as to wages and employment, that deceive many and cause much disappointment.

The annexed is a comparative statement of the number of emigrants embarked for this port, during the years 1857 and 1858, viz.:—

	1857.		1858.	
	Cabin.	Steerage.	Cabin.	Steerage.
England - - - - -	1,647	13,882	1,436	5,012
Ireland - - - - -	1	2,014	106	1,046
Scotland - - - - -	188	3,035	38	1,397
Germany - - - - -	4	4,999	- -	923
Norway and Sweden - - -	- -	6,497	- -	2,662
Lower Provinces - - - -	- -	24	116	98
	1,840	30,451	1,696	11,138
		1,840	- -	1,696
Totals - - -	- -	32,291	- -	12,834

Nativity of Emigration of 1858:

England	4,627
Ireland	1,848
Scotland	2,253
Germany and Norway	3,892
Lower Provinces	214
TOTAL	12,834

The Steerage were classed:

Males	4,442
Females	3,492
Children under 12 years	3,204
TOTAL	11,138

The Males are classed as follows:

Farmers	1,651
Labourers	1,593
Mechanics	932
Clerks	192
Servants	74
TOTAL	4,442

EMIGRATION.

COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the NORTH AMERICAN COLONIES (in continuation of Parliamentary Paper, No. 165 of Session 1858).

(*Mr. Chichester Fortescue.*)

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